

The summary of how these issues were resolved through site plan review will follow later in this report. The remaining issues are unresolved at the time of the staff report and will be discussed by the applicant or staff during the hearing:

Environment

~~The applicant doesn't concur with the condition to have an on-site sediment control inspector retained by MCDPS. There are no outstanding issues that remain beyond the conditions of approval~~

Transportation

~~The applicant objects to the dedication of the "O" Street extension, and to the recommendation that they participate in the improvements to MD 355 at Stringtown Road as required by MD SHA (memo of December 8, 1997 in Appendix). There are no outstanding issues that remain beyond the conditions of approval~~

Park /School

The Board of Education again requests of M-NCPPC the dedication of part of the Park/School site. This request was denied during the Preliminary Plan hearing (per memo of December 31, 1997 in Appendix). ~~This issue does not involve the applicant.~~

Historic Preservation

~~The applicant objects to the removal of one lot at Historic District edge. The applicant will reconfigure the lots adjoining the historic district to meet the conditions of the Project Plan and has reached an acceptable location of the staff will discuss the concept for the John Clark Family Memorial with staff. No issues remain beyond the conditions of approval.~~

Site Planning, Landscaping and Lighting, Community Planning

No issues remain beyond the conditions of approval.

Citizen Issues

Several Citizens have called to say they will testify regarding lighting, bicycle, stream crossing and the lack of religious facilities within the town center, and the location of Stringtown Road and the adjoining house at its intersection with MD 355.

Project Administration

No issues remain beyond the conditions of approval.

7. The applicant shall implement a program of daily inspections, maintenance and repairs as necessary, and detailed daily documentation of inspection and maintenance activities for all sediment and erosion control measures required and constructed on the site. Such a program shall be carried out by an independent consultant as under the direction of directed by MCDPS and T the applicant shall pay the associated reasonable costs of all services performed by the consultant, and The applicant shall continue to meet with and cooperate with the consultant MCDPS. Documentation of inspection, maintenance, and repair activities shall be available for DPS review and use.
8. The Forest Conservation Plan shall be approved and bonded prior to submittal of record plats, issuance of the erosion and sediment control permit, or issuance of building permits, as appropriate.
9. All stormwater management outfalls which extend into the environmental buffer shall be field located by applicant's representative, MCDPS, and M-NCPPC Environmental staff prior to approval of the stormwater management/sediment control permits by MCDPS.
10. M-NCPPC Environmental Planning Division staff shall review and approve detailed design plans for any wetland mitigation sites within the environmental buffers prior to issuance of sediment control permits or authorization to clear and grade any of these areas.
11. Reduce the amount of impervious surfaces within the development by deleting the on-street parking and reducing road pavement on: 1) the stream valley side of the Greenway Road in the immediate vicinity of Main Street from Stringtown Road mid way to the intersection with Street "O", excepting the area opposite the future retail, in 2) both sides of Street "C" from Stringtown Road to Street "D"; 3 2) the stream valley side of Street "C" from Street "D" to the bikepath crossing; and 4 3) on Street "D" west of its intersection with Street "C"- pending MCDPW&T and MCDPS approval.
12. Revise Sheet L-9 of the landscape plans to increase the evergreen tree planting along Stringtown Road in order to provide more year-round visual screening of outdoor rear yard areas from Stringtown Road for noise mitigation purposes.
13. Revise the signature set of site and landscape plans to show 6 foot fences for visual screening of the rear yards of Lots 23 and 33, Block K and Lot 51, Block L from Stringtown Road for noise mitigation purposes.
14. Signature set of the landscape plans to include planting for all stormwater management facilities and to be reviewed and approved by M-NCPPC staff in coordination with MCDPS.
15. No clearing or grading prior to Planning Department approval of the signature set of site plans.

Transportation

16. Show conformance to all waivers to be approved by DPW&T and DPS per memos dated January 14 and 15, 1998, respectively, included in the Appendix and as they may be amended.
17. Show conformance to cross section and other recommendations per DPW&T, DPS memos dated January 14 and January 15 1998, respectively, included in the Appendix and as they may be amended.
18. Conformance to MCPD Transportation Planning memo dated January 14 20, 1998 included in the Appendix.
19. APF agreement to be executed prior to the first record plat to reflect all road improvement conditions of the Preliminary Plan Approval ie dedication, acquisition of right-of-way and construction of required roads necessary for improvements pertaining to the construction of Stringtown Road (A-260), Clarksburg Road (A-121) and Mid-County Arterial (A305). If acquisition of right-of-way becomes necessary for any of the road improvements, the applicant is required to provide, pursuant to Site Plan conditions 17 and 18, and the County exercises Emment Domain to acquire these right-of-way, the applicant will be responsible to reimburse the County for these costs.
20. Dedication and construction of "O Street extended to occur with adjoining parcels required prior to the recordation of the last lot in the entire project or when the dedication of "O" Street by the adjacent property owners is made in conjunction future development proposals.
21. Turn around at the end of Main Street by the Historic district until the connection to MD 355 is established.
22. The applicant shall provide signs for the Class III bike path along Main Street.

Park/School

23. If applicable, per MC Public Schools memo of December 31, 1997, in the Appendix, the applicant shall conduct a testing program, the final report signed and sealed by a registered professional engineer, authenticating the adequacy of the deposited soils to support typical building foundation loads.
24. The Greenway path to include sufficient space to provide for a lighting, stabilized path and adequate headroom for pedestrian crossing under the Main Street Crossing;
25. The parks/school dedications schedule to conform to Preliminary Plan # 1-95042 Conditions 6 and 7, see Appendix.

26. All sales contracts, advertising and other information shall include notification that there is an active park in the area and that traffic calming measures will be installed with final paving.
27. All construction within M-NCPPC property to meet with Parks Department specifications and approval prior to release of construction permits for the park.

Historic Preservation

28. The right-of-way for Stringtown Road should be no closer to the historic Day House than 20 feet from the side wall of the building (excluding the porch).
29. Lighting at all road intersections within the Historic District, and especially at Stringtown Road and Frederick Road, should be designed to have a minimal impact on the Historic District. The lighting within the Historic District - both fixtures and intensity - should be compatible with the historic and residential character of the area, as allowed by the utility companies and MCDPW&T and MCDPS.
30. Per the Project Plan approval, ~~if~~ the ROW is available, construct Main Street to MD 355 within the Historic District prior to completion of the project. At such time when the land is made available, share direct moving expenses only for relocating an existing house within the Historic District, and if the applicant and owner agree, make available the identified outlot to be merged with a portion of the adjacent parcel so as to create another lot.
31. A detailed design for the public space/interpretative area which will include the Clark Family Cemetery headstones must be submitted for staff review and approval prior to release of signature set. Protection of the headstones from weather deterioration should be a high priority and should be specifically addressed in the detailed design submission. It would also be desirable for the marker to be located in a more central area and better integrated into the public open space than is being provided.
32. ~~One lot should be deleted from the~~ The lot lines shall be adjusted so to include Outlot "A" to single family home area directly adjacent to the Historic District, to fulfill the Project Plan condition to approximate R-200 zone lot width standards.

Site Planning, Landscaping and Lighting

33. Detailed landscaping plans for this site plan to be approved by staff prior to the signature set and should reflect the design concepts, the sizes and planting conditions established in the submittal.

42. The Development Program shall include: staging of amenities to occur with site plan construction and to include MCPD review and approval of path location within the Greenway park prior to construction.
43. No construction of units adjoining Midcounty Arterial in Block M , per Preliminary Plan #1-95042 Condition 16e, until the Mid-County Arterial is built.



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

MEMORANDUM

MCPB
1/22/98
Item #9

DATE: January 16, 1998
TO: Montgomery County Planning Board
FROM: Wynn E. Withans, ASLA, AICP *WW*
Development Review
Planning Department Staff
(301) 495-4584
VIA: Charles Loehr, Chief, *CL*
Development Review
REVIEW TYPE: Site Plan Review
APPLYING FOR: 768 units: 75 SFD, 295 Townhouses, 398 multifamily inclusive of 96 MPDU's
PROJECT NAME: Clarksburg Town Center - Phase I
CASE #: 8-98001
REVIEW BASIS: 59-D-3 of the Montgomery County Code is required for the optional method of development in this zone.
ZONE: RMX-2, Residential Mixed Use Development, Specialty Center
LOCATION: Northeast of the intersection of Clarksburg Road and Stringtown Road
MASTER PLAN: Clarksburg Master Plan and Hyattstown Special Study Area, June 1994
APPLICANT: Clarksburg Land Associates L.P. and Piedmont Land Associates L.P. and T/A Clarksburg Town Center Venture
FILING DATE: August 1, 1997
HEARING DATE: January 22, 1998

ISSUES REMAINING AT THE TIME OF THE STAFF REPORT

The issues of the site plan review included Environment; Transportation; Park School; Historic Preservation; Site Planning Landscaping and Lighting; Community Planning; Citizen Issues; and Project Management. These title heads will be used throughout this report to organize information.

The summary of how these issues were resolved through site plan review will follow later in this report. The remaining issues are unresolved at the time of the staff report and will be discussed by the applicant or staff during the hearing:

Environment

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Project Administration

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7. The applicant shall implement a program of daily inspections, maintenance and repairs as necessary, and detailed daily documentation of inspection and maintenance activities for all sediment and erosion control measures required and constructed on the site. Such a program shall be carried out by an independent consultant as directed by MCDPS. The applicant shall pay the reasonable cost of all services performed by the consultant, and shall continue to meet with and cooperate with the consultant. Documentation of inspection, maintenance, and repair activities shall be available for DPS review and use.
8. The Forest Conservation Plan shall be approved and bonded prior to submittal of record plats, issuance of the erosion and sediment control permit, or issuance of building permits, as appropriate.
9. All stormwater management outfalls which extend into the environmental buffer shall be field located by applicant's representative, MCDPS, and M-NCPPC Environmental staff prior to approval of the stormwater management/sediment control permits by MCDPS.
10. M-NCPPC Environmental Planning Division staff shall review and approve detailed design plans for any wetland mitigation sites within the environmental buffers prior to issuance of sediment control permits or authorization to clear and grade any of these areas.
11. Reduce the amount of impervious surfaces within the development by deleting the on-street parking and reducing road pavement on: 1) the stream valley side of the Greenway Road from Stringtown Road mid way to the intersection with Street "O", excepting the area opposite the future retail; 2) both sides of Street "C" from Stringtown Road to Street "D"; 3) the stream valley side of Street "C" from Street "D" to the bikepath crossing; and 4) on Street "D" west of its intersection with Street "C" pending MCDPW&T and MCDPS approval.
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26. All sales contracts, advertising and other information shall include notification that there is an active park in the area, that traffic calming measures will be installed with final paving.
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30. Per the Project Plan approval, if the ROW is available, construct Main Street to MD 355 within the Historic District prior to completion of the project. At such time when the land is made available, share direct moving expenses only for relocating an existing house within the Historic District, and if the applicant and owner agree, make available the identified outlot to be merged with a portion of the adjacent parcel so as to create another lot.
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32. One lot should be deleted from the single family home area directly adjacent to the Historic District, to fulfill the Project Plan condition to approximate R-200 zone lot width standards.

Site Planning, Landscaping and Lighting

33. Detailed landscaping plans for this site plan to be approved by staff prior to the signature set and should reflect the design concepts, the sizes and planting conditions established in the submittal.
34. Final Lighting plans for the internal streets to be comparable to the "Hagerstown" light fixture shall be configured so as to reduce the glare into the night sky by utilizing appropriate wattage, shields or other techniques that are in conformance with utility company and MCDPS and MCDPW&T requirements.
35. Landscaping Plan to show interim landscaping for the Town Square prior to the construction of adjoining units, for staff review and approval.
36. The MPDU townhouses in the Town Square District must include recreation areas near by; the site plan and record plats must identify all MPDU locations.

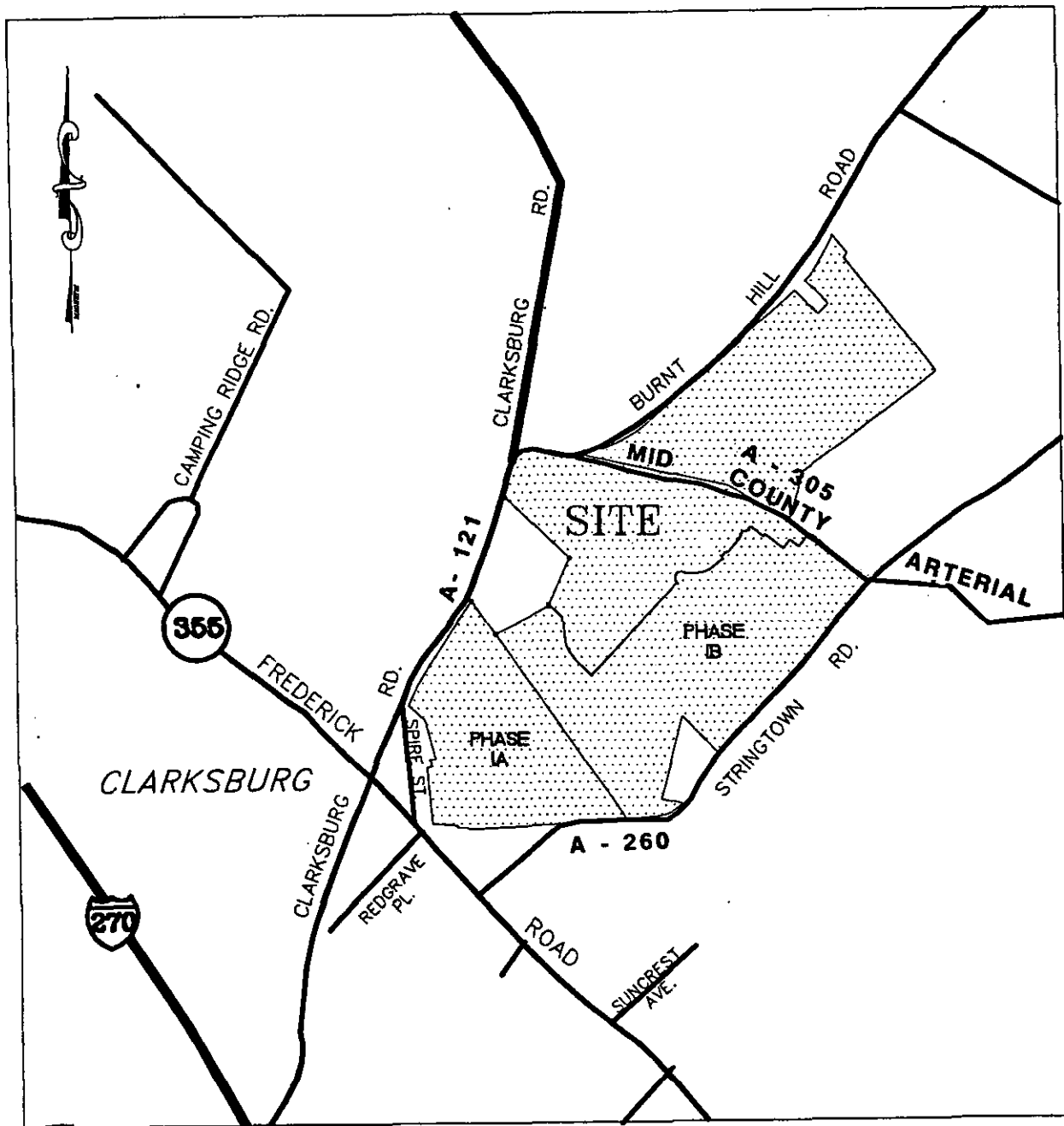
37. Landscape plans to include: a partial evergreen screen along Stringtown Road; detailed plans for greenway to include planting on steep slopes; additional planting within the SWM facilities;
38. The applicant may propose compatible changes to the units proposed, as market conditions may change, provided the fundamental findings of the Planning Board remain intact (regarding building type and location, open space, recreation and pedestrian and vehicular circulation, adequacy of parking etc) for staff review and approval.

Community Planning

39. The applicant shall work with the County to attempt to secure a suitable public facility within the town square prior to the final site plan approval for the entire project.

Project Administration

40. The Site Plan Enforcement Agreement to include the following: plat schedule as submitted to staff; complete language of condition 6 and 7 from Preliminary Plan 1-95042 regarding the ball field dedication and construction schedule; reference to the " agreement for Exchange of Land" to include timing triggers of dedication for MCPD Legal's review and comment; reference to the validity period; maintenance for all private recreational area, SWM, open spaces; etc ; and that the level of maintenance for entire project to be of equal quality and not solely dependent upon contributions of an individual area.
41. The Home Owners Association documents or equivalent to include provision for: complete public use and access to private streets for vehicular and pedestrian use; that they shall be permanently open for public use ; that the parking spaces may be assigned to individual units; that maintenance of streetscape items within the public right-of-way ie brick walks, trees, lights, etc ;
42. The Development Program shall include: staging of amenities to occur with site plan construction and to include MCPD review and approval of path location within the Greenway park prior to construction.
43. No construction of units adjoining Midcounty Arterial in Block M , per Preliminary Plan #1-95042 Condition 16e, until the Mid-County Arterial is built.

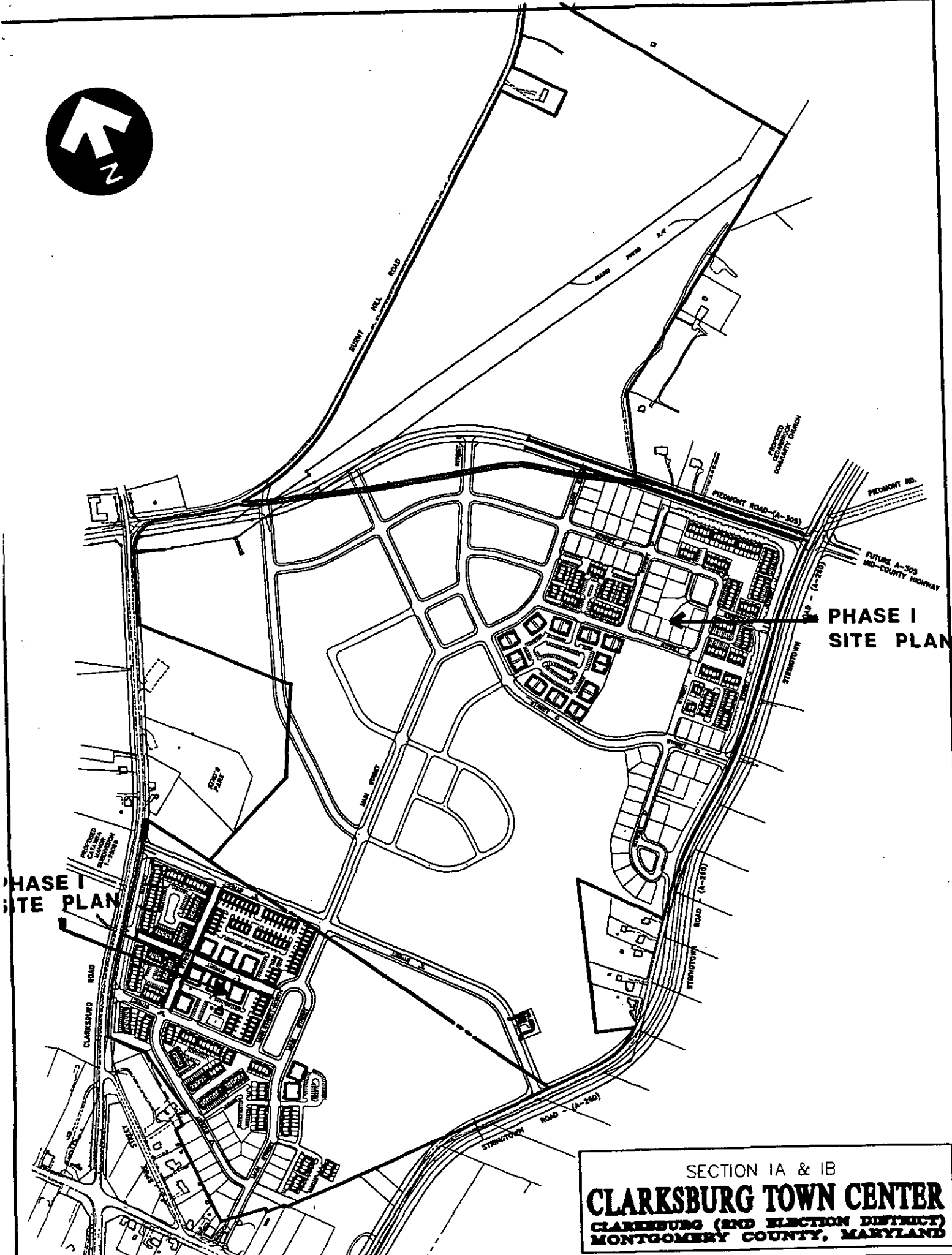


VICINITY MAP

SCALE: 1"=1000'

8

VICINITY MAP
CLARKSBURG TOWN CENTER
 CLARKSBURG (2ND ELECTION DISTRICT)
 MONTGOMERY COUNTY, MARYLAND



PHASE I
SITE PLAN

PHASE I
SITE PLAN

SECTION IA & IB
CLARKSBURG TOWN CENTER
CLARKSBURG (2ND ELECTION DISTRICT)
MONTGOMERY COUNTY, MARYLAND

The southern section of *the Hilltop District*, the second part of this proposal, is located at the intersection of Stringtown Road and the Mid-County Arterial. The units include townhouses inside the intersecting streets and within one block internally, SFD units along the outer edges elsewhere and a large block of multifamily units. The townhouses along the external streets are arranged to face them with a service drive for access. Others are arranged in courts facing a common mews and with alley parking in the back. The single family detached units are arranged around common green spaces in two locations to create community open space. Although shown, the street connections and single family detached units along the Mid-county Arterial will not be built with this Site Plan phase

The multifamily units are four story apartment styled buildings located at the outside block face with an internal surface parking lot. The parking lot includes large green space areas and sitting areas. The units have been arranged to create a pedestrian connection to the open space/SWM facility immediately adjoining them to the south. The open space/ SWM facility has been designed to create a recreational feature with paths, sitting areas, landscaped areas, a grassy sloped amphitheater all around a pond. The path connections from surrounding streets and stream valleys will connect to this area. A raised crosswalk along "C" Street will calm traffic and provide for pedestrian crossing.

Lighting for the Town Square residential area includes light fixtures along the street. The applicant has proposed a light fixture known as "Hagerstown" which has been approved for use by Allegheny Power company. The fixture has a solid metal top and can be fitted with shields to direct the light.

Landscaping for the project includes evergreen and shade tree screening at property boundaries; street trees 30 feet on center; and numerous attractive planting schemes for a variety of public and semi-public spaces, ie: gateway entrances from adjoining streets; all parking lot entrances; parking lot courts; recreation areas; and stormwater management facilities. Portions of the landscape design are presented as conceptual with final plant selections to be determined prior to signature set .

MPDU's for the project are located in townhouses and multifamily buildings within both sections of the project, east and west of the greenway. The units to the east of the greenway are close to the open space area by the pond and a neighborhood recreation area. The multifamily units to the west are located close to the town square and mews area. Recreation needs to be sited close by the Town Square MPDU townhouses.



KING
LOCAL
PARK

GREENWAY
K STREET

STREET

MAIN

ROAD

TOWN
SQUARE

FUTURE RETAIL

HISTORIC DISTRICT

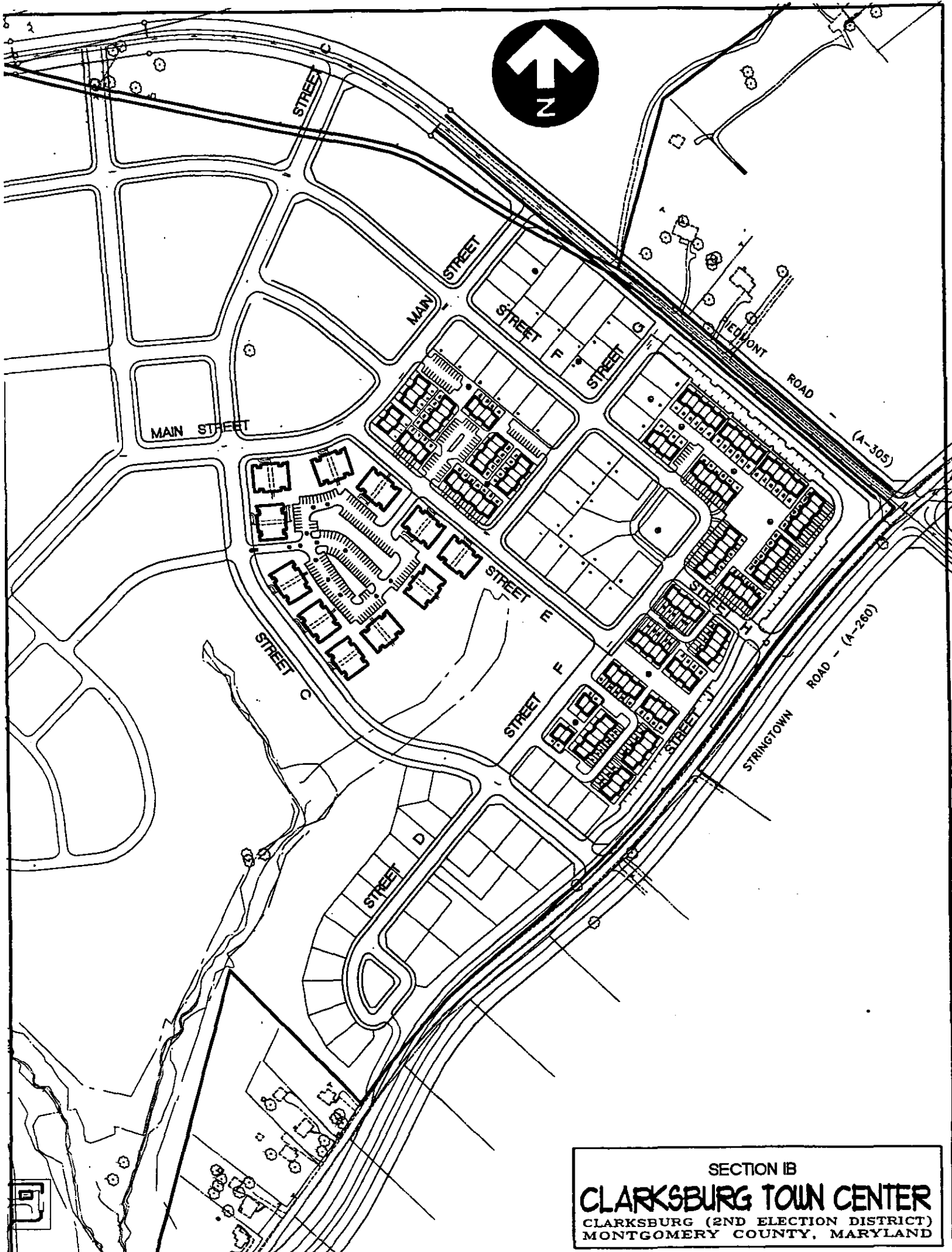
STREET

MAIN

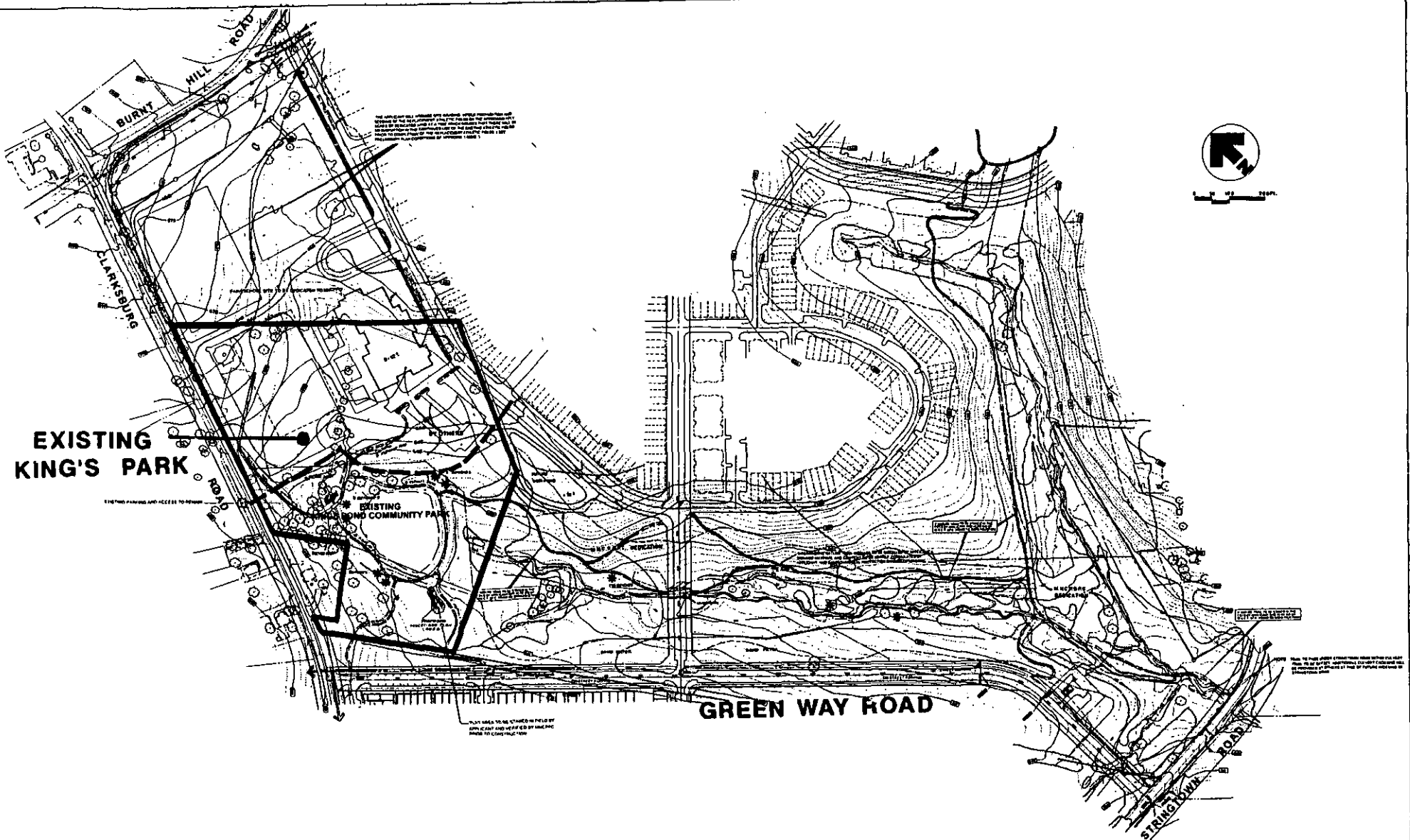
STREET

K STREET

SECTION 1A
CLARKSBURG TOWN CENTER
CLARKSBURG (2ND ELECTION DISTRICT)
MONTGOMERY COUNTY, MARYLAND



SECTION IB
CLARKSBURG TOWN CENTER
CLARKSBURG (2ND ELECTION DISTRICT)
MONTGOMERY COUNTY, MARYLAND



PROJECT DESCRIPTION: Site Description

The 268 acres total site is currently developed with agricultural uses and is farmed for corn and soybean cropland. Forest areas are restricted to stream valley bottoms, hedge rows at field edges and some areas of steep slopes. A Potomac Edison (Pepco) Overhead Transmission Line traverses the eastern portion of the site, beyond this site plan area.

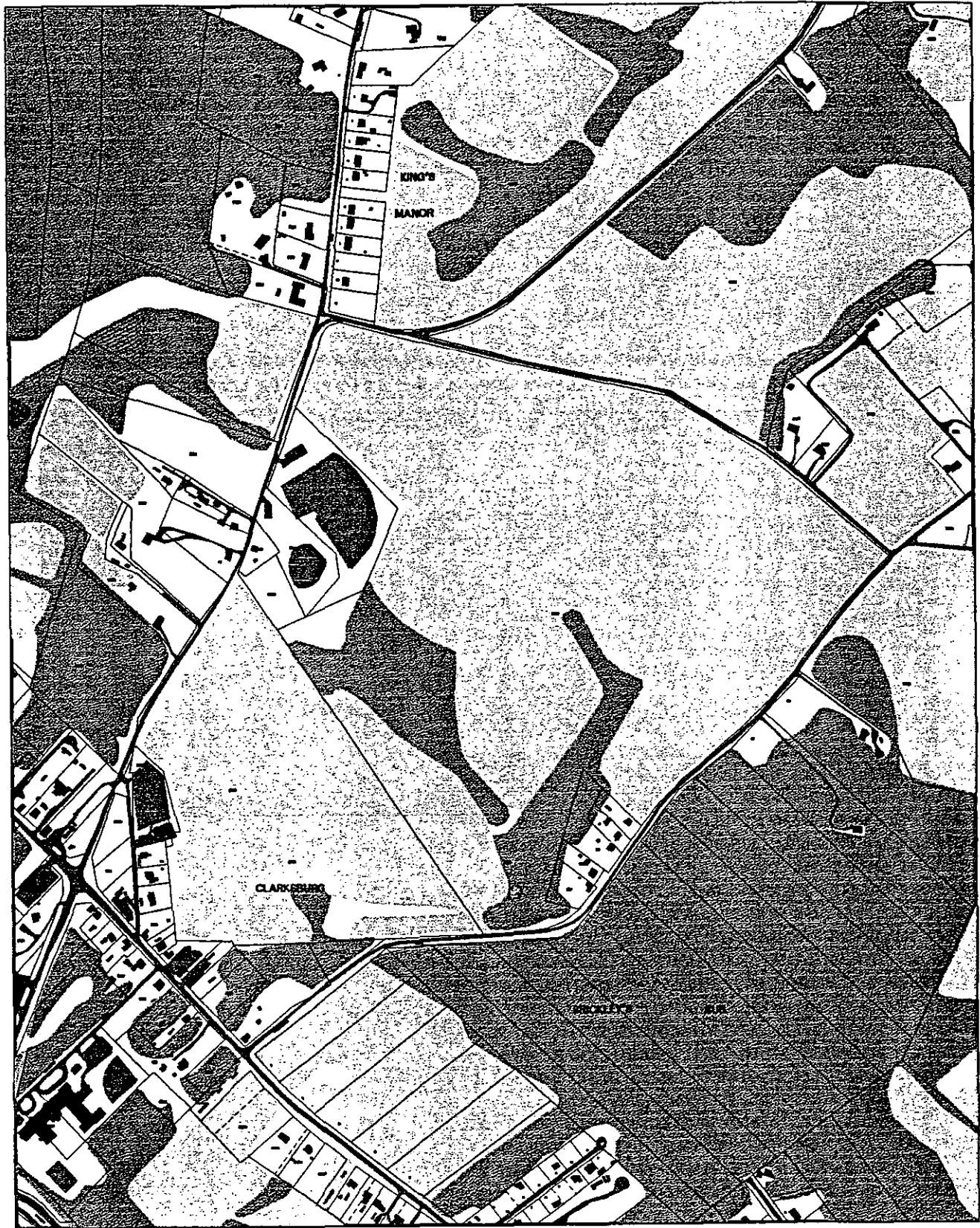
Site Description

The subject property consists of a 198 acre town center site which is located at the headwaters of one of the main branches of Little Seneca Creek, a Use Class IV-P stream. Seventy acres are in rural zoning located in Little Bennett Creek, a Use III watershed.

The two parts of the property are bisected roughly northwest to southeast by existing Piedmont Road (future A-305). A large part of the site is existing agricultural field. Approximately 8.6 acres of wetland, 15 acres of floodplain and 53.5 acres of forest exist within or in close proximity to the stream valleys. The proposed site plan area lies entirely within the Little Seneca Creek portion of the property. This area contains three headwater tributaries which meet in confluence at the southwestern edge of the property just before flowing under existing Stringtown Road. The main tributary flows from the existing King's Pond on park land north of the site and bisects the property roughly northwest to southeast. The two remaining tributaries flow from the west along the southern edge of the property and from the north down to the confluence, respectively.

On-site topography slopes significantly from plateaus on either side of the main tributary down to the main tributary and each of the secondary tributaries. The stream valleys are moderately steep (15-25%); slopes tend to be gentler near the heads of the tributaries and are quite steep in some portions of the east and main tributaries.

VICINITY MAP FOR CLARKSBURG TOWN CENTER (8-98001)



Maryland-National Capital Park and Planning Commission
Montgomery County Park and Planning Department



Site Plan

PJ-12 The proposed plans conform to these requirements for landscaping, street detailing and amenity areas; additional landscaping of the SWM facilities is needed;

PP-10 The proposal includes 768 dwelling units which were determined during site plan review;

PP-13 The MPDU's conform to the required number for this site plan phase, the balance for the entire project will be provided in Phase II.

Project Administration

PJ-11 The amenities proposed for the Phase I Site Plan need to be constructed in accordance with typical site plan phasing requirements; the design concept for the Greenway and adjoining areas has been reviewed and accepted by staff; the greenway amenities will be phased in with the Phase I Site Plan.

PJ- 13 The applicant has submitted a draft HOA agreement that describes an umbrella style maintenance organization that includes residential and commercial properties alike for staff's review and approval;

PP-14 This condition provides for Planning Board reconsideration of a case if a court challenge removes a previously required condition;

PP-17 The validity period of the Preliminary Plan has been included in the record plat phasing schedule proposed by the applicant.

With consideration of the conditions listed above, the site plan conforms to the Project Plan and Preliminary Plan Approvals.

Community Based Planning Issues

The project's connection to the Greenway system throughout Clarksburg and beyond was worked out in the Greenway Concept plan developed with this site plan.

Community Comment and Issues

Staff met with citizens and members of the Bicycle Action Group and received letters from both groups and from the Clarksburg Civic Association. Their interests are: the alignment for Stringtown Road coming into private property; various details about the site plan; comments on landscape plan details, outdoor lighting and adequacy of provision for bike lanes and multi-use trails. Their letters are attached in the Appendix. Their letters have been forwarded to the applicant's consultants who have considered their comments for the change of a bike rack, selection of a light fixture, and other items. Staff has recieved a call regarding concern about the lack of religious facilities being planned within the Town Center and the difficulty the existing Methodist Church is having in expanding their facilities.

Project Administration

The applicant and staff met to work out the details of the park/school dedications and other phasing and SPEA/HOA details.

C. Conformance to the review comments of the MCPD Parks Department

MCPD Parks department has review the project and offered the support of the Greenway Concept Plan and their acceptance of recreational facilities to be built by this applicant within Kings Park per their guidelines. They reiterated the terms and conditions of the park/school dedication that was part of the Preliminary Plan approval. See memo Dated January 13, 1998 in Appendix.

	Allowed /Required	Provided
Parking	To be located on RMX zoned land To conform to 59-E	Conforms PB waiver of pkg req'mt to allow on street parking for req'd spaces
Number of Parking Spaces		
Phase 1A - Town Square		
	Multifamily (248 du @ 1.5/du)	372
	SFD and TH (18 + 159 @2.0/du)	<u>354</u>
	TOTAL	726
	Note: 17 spaces req'd on street	1098 (389 on street, 345 parking lot, 364 driveway/garage)
Phase 1B - Hilltop District		
	Multifamily (150 @ 1.5/du)	225
	SFD and TH (59 + 134 @ 2.0/du)	<u>386</u>
		611
	Note: 90 spaces req'd on street	787 (266 on street, 255 parking lot, 266 driveway/garage)

Required Public Facilities and Amenities are listed above SITE ANALYSIS: Conformance to Project Plan. The site plan provides the required public facilities and amenities.

FINDINGS for Site Plan Review:

1. The site plan is consistent with the Project Plan approved for this site utilizing the RMX-2 optional method of development. See discussion above.
2. The site plan meets all of the requirements of the zone in which it is located. See Project Data Table above.
3. The locations of the buildings and structures, the open spaces, the landscaping, recreation facilities, and the pedestrian and vehicular circulation systems are adequate, safe and efficient.

a. Location of Buildings

The 768 homes (75 SFDs, 295 Townhouses and 398 multifamily units) are sited to create the look of an older town, utilizing what we now call neotraditional town planning. The unit locations as described earlier in this report, create a series of blocks which provide a suitable residential setting for each unit type. This layout establishes order and clear orientation for each street and to each address. Additionally, each unit type faces the street and connects to it with a walk for direct, safe and efficient connections. All the parking areas also connect to the streets and units for safe and efficient use. The unit orientation to the street also provides for an attractive view from adjoining roadways and properties, hiding the rear yards from public view.

There is common open space for each building type, either within a neighborhood green or mews. The buildings location at the block edge leave opportunities for a variety of open spaces for public and private use. The provision of many sitting and play areas dispersed throughout the units and public spaces create an abundance of opportunities for public gathering and recreation.

The edge of Historic District would be improved with the creation more open space within the SFD units proposed there.

The MPDU locations conform to the approved guidelines by: providing 12.5% of the proposed units as MPDU's; providing two different types of units, similar to the proposed units in the project; townhouses with only MPDU's are permitted as shown; the Uphill District townhouses and multifamily units are units are sited near recreation areas open space play areas. The outstanding items for the MPDU locations are : the townhouses in the Town Square District must either be relocated next to recreation areas or recreation shall be installed near them; the site plan and record plats must identify all MPDU locations. With these improvements, the MPDU's conform to the Site Plan Guidelines approved by the Planning Board 6/1/95.

b. Open Spaces

There are 70.65 acres of open space provided within the whole Clarksburg Town Center. The open spaces are used for environmental mitigation, for recreation, buffers and tree preservation. Within the developed areas, the open spaces provide for sitting areas, walks and buffers between development.

Discussion of Environmental Findings

Adequacy of Stream Buffers

Stream buffers per the Environmental Guidelines and Priority One forest conservation areas have been protected, with the exception of unavoidable intrusions for grading of the Greenway road, road crossings on Greenway Road and Main Street, stormwater management facilities, and sewer installation. Greenway Road grading will be done only in unforested portions of the stream valley and will be reforested. None of the impervious road surface will be within the buffer. The road crossings will have to conform to the county guidelines for environmentally sensitive road crossings which encourage reduction of the crossing footprint and maintenance of the stream channel. Although the stormwater management facilities require some forest clearing and for the most part cannot be reforested (although some landscaping is possible), they are vital to protection of the stream from the impacts of development and cannot be located outside the buffer without significant impact to the layout and density of the plan. To the extent possible, the sewer easements avoid the most sensitive areas and will be reforested.

In all instances, intrusions into the stream buffers will be minimized and mitigation of impacts will be required. Another danger to streams and stream buffers on this site is the large area and amount of grading that will be done within the development area. As protection, extraordinary and redundant sediment and erosion control measures are being required during construction. To ensure that these measures are adequate, effective, and in good working order, staff is recommending that an independent inspector funded by the applicant be retained by MCDPS to monitor the sediment control devices and deal with potential problems. This approach is being successfully used for another site plan currently under construction in a sensitive watershed, and is consistent with recommendations made in the County's Sediment Control Task Force Report (June 1997).

Adequacy of Stormwater Management

Stormwater management is provided by several on-site water quantity and quality facilities which have been required as part of the review and approval of the SPA Water Quality Plan. Water quality control will be provided by an extensive series of Best Management Practices (BMP's) including; sand filters, bioretention, and clean water recharge areas. These facilities are linked together with the quantity control facilities which consist of a dry pond within the western stream valley and a wet pond located within the development area on the east side of the property. Both ponds are in approximate locations identified by the Clarksburg Environmental & Water Resources Study for shared stormwater management facilities. Although facilities that are in-stream or have permanent pools of water are not usually desirable in temperature sensitive watersheds, it was determined as part of the review of the Preliminary Water Quality Plan that given the development intensity, more effective stormwater controls would be provided by these facilities. The in-stream facility will use the dam created by the Greenway Road crossing which eliminates additional disturbance. The remainder of the valley will be left as it is except for reforestation. The wet pond will be designed with as many features as possible to reduce the temperature of water entering the stream from the pond outfall.

The stormwater management facilities are linked together so that they provide extraordinary and redundant stormwater management controls.

SPA Guidelines

The Board has adopted guidelines for Park and Planning Department review of projects within SPA's. These guidelines focus on expanding wetland buffers, expanding and accelerating forest conservation opportunities, and limiting site imperviousness levels. They have been addressed by the site plan in the following manner:

BUFFERS - Stream buffers have been discussed above. As previously noted, the Board decided expanded wetland buffers would not apply in the town center. The majority of the wetlands, seeps and springs on the property are physically protected within the stream valleys. Measures have been taken to minimize even temporary disturbance of the wetlands, and where unavoidable disturbance will occur (road crossings and sewer installation), 2:1 wetland mitigation will be provided. To reduce the more critical impacts on hydrology for the wetland areas, the plan proposes several stormwater management BMP's designed to encourage infiltration and groundwater recharge.

FORESTATION - The plan will include reforestation of all unforested stream buffer areas using at least whip size planting stock to minimize the time to canopy closure. A 5-year maintenance program will be required to better ensure survival of the forest plantings.

IMPERVIOUSNESS - Imperviousness within the town center far exceeds the level which is desirable in the headwaters area of a sensitive watershed such as Little Seneca Creek. However, given the nature of the land use and site design this cannot be avoided. Attempts have been made by the applicant to minimize impervious surfaces by use of on-street parallel parking and tighter curb radii, but in staff's opinion further reduction is possible. We recommend deletion of the on-street parking from the following locations: 1) the stream valley side of the Greenway Road from Stringtown Road to the intersection with Street "O"; 2) both sides of Street "C" from Stringtown Road to Street "D"; 3) the stream valley side of Street "C" from Street "D" to the bikepath crossing; and 4) on Street "D" west of its intersection with Street "C". In addition, we strongly discourage widening of road surfaces for on street bike lanes and paved shoulders.

Hope for reducing the impact of the excessive impervious surfaces on this watershed lies in providing extraordinary stormwater management facilities and BMP's for all runoff from these surfaces. Due to the amount and configuration of density proposed for this site, space for and capacity within these facilities is very limited. Given the proposed edge of the developed area, this situation cannot be remedied without sacrificing more of the environmentally sensitive stream buffer area. Reducing the amount of proposed imperviousness, where possible, and avoiding addition of more imperviousness are the best ways to ensure that the proposed facilities will be adequate and effective.

Staff recommends that further review be required to: provide additional planting within the SWM facilities; to determine the appropriate ground cover for the steep slopes; to assure that evergreen plantings be added to Stringtown Road to assist with perceptual noise mitigation; and for the Town Square, a planting that will add some presence to the space until a civic use is found to occupy the space. For those areas where tighter tree spacing is proposed within the public right-of-way, the HOA will be required to maintain those trees.

d. Recreation

Recreation demand is satisfied as shown in the recreation calculations table above.

The recreation proposal has located a variety of play areas throughout the project. In order to provide play areas within convenient access to all the units within each block, the typical play area has, in some cases, been dispersed to provide a single swing or sandbox and bench tucked within an open space, rather than require a large totlot structure for every location. Play equipment and path connections have been added to the existing Kings Park to accommodate the increased usage by this development.

The MPDU townhouses within the Town Square neighborhood need to have additional recreation added next to them.

e. Vehicular and Pedestrian Circulation

The vehicular and pedestrian circulation systems are merged for the neighborhood and Town Square areas. Both the streets and the sidewalks that adjoin them on both sides create a modified grid system for circulation - modified to meet existing conditions and topography.

The internal streets are designed (with some waivers) to allow pedestrian friendly features ie, reduced curb radii, raised crosswalks and intersections, parallel parking which create a safe, clearly defined environment for both vehicles and pedestrians. The multiple intersections and block pattern create efficient and safe access to each unit or parking lot and assists movement throughout the neighborhood.

Internally, Greenway Road provides a recreational trail that is off road to separate the bicyclist from the motorists. The connections across Main Street are defined by crosswalks and a raised intersection to provide safe pedestrian and bicyclist crossings. Beyond the site to the north, the Greenway bike trail will cross Clarksburg Road and connect to the park to the north. South of the site it will connect efficiently and safely to bike trails planned with roadway improvements. Main Street will be a designated route for a Class III or on road bike path. Staff recommends that the applicant post it with a sign to highlight the presence of bicyclists.

Other internal street features are for private streets to allow on street parking aligned to units, staff supports this waiver of standards. Until the Main Street connection is made there needs to be a turn

CONCLUSION

The review team for the Clarksburg Town Center # 8-98001 includes the following:

Charlie Loehr, Chief, Development Review

Wynn E. Witthans, Development Review

Ron Welke, Transportation Planning

Cathy Conlon, Environmental Planning

Gwen Wright, Historic Preservation

Karen Kumm, Lyn Coleman, Community Based Planning

Tanya Schmieler, Park Planning

Joe Davis, Development Review

also: Larry Ponsford, Micheal Ma, Brooke Farquhar, Beverly Breen, Ki Kim, John Carter

Sara Navid, MCDPS

Greg Leck, MCDPW&T

Richard Gee, MCDPS

Rick Brush, MCDPS

Greg Cook, MDSHA

Janice Turpin, MCPS

APPENDIX

- a. Standard conditions dated January 16, 1998.
- b. Correspondence referenced in report

NOTE: A transcript of the Project Plan and copy of the minutes of the Preliminary Plan hearing been placed in the Planning Board office for the Board's review.

g:\spstaff\8-98001

APPENDIX A:

STANDARD CONDITIONS OF APPROVAL DATED 1/16/98:

1. Submit a Site Plan Enforcement Agreement, Development Program, and Homeowners Association Documents for review and approval prior to approval of the signature set as follows and as stated above in other conditions:
 - a. Development Program to include a phasing schedule as follows:
 - 1) Street tree planting must progress as street construction is completed, but no later than six months after completion of the units adjacent to those streets.
 - 2) Community-wide pedestrian pathways and recreation facilities must be completed prior to seventy percent occupancy of each phase of the development.
 - 3) Landscaping associated with each parking lot and building shall be completed as construction of each facility is completed.
 - 4) Pedestrian pathways and seating areas associated with each facility shall be completed as construction of each facility is completed.
 - 5) Clearing and grading to correspond to the construction phasing, to minimize soil erosion;
 - 6) Coordination of each section of the development and roads;
 - 7) Phasing of dedications, stormwater management, sediment/erosion control, recreation, forestation, community paths, trip mitigation or other features.
 - 8) Phasing of site clearing and grading to minimize soil erosion;
 - 9) Phasing of stormwater management and forest construction.
2. Signature set of site, landscape/lighting, forest conservation and sediment and erosion control plans to include, in addition to other requirements, for staff review prior to approval by MCDPS:
 - a. Undisturbed stream buffers at least 120 to 150 feet wide as shown on the site plan;
 - b. Limit of disturbance;
 - c. Methods and location of tree protection;
 - d. Forest Conservation areas;
 - e. Relocation of stormwater facility outfalls from pond away from forest preservation or other environmentally sensitive areas;
 - f. Conditions of MCDPS Water Quality/Stormwater Management Concept approval letter dated January 15, 1998;
 - g. Note stating the M-NCPPC staff must inspect tree-save areas and protection devices prior to clearing and grading;
 - h. The development program inspection schedule.
 - i. Category I conservation easement and park dedication boundary
 - j. Street trees along all public and private streets inclusive of the arterial streets surrounding the project;
 - l. Centralized, screened trash areas for all multi-family and one-family attached units

except townhouses

- m. Details for and location of noise fencing to attenuate current noise levels to no more than 45 dBA Ldn for the outdoor back yard area of homes at Stringtown Road and Midcounty Arterial.
 - n. certification from a professional acoustical engineer that the building shell will attenuate current noise levels to an interior level not to exceed 45 dBA Ldn.
 - o. location of outfalls away from tree preservation areas;
 - p. environmental setting protecting the historic resource or site.
3. Forest Conservation Plan shall satisfy all conditions of approval prior to recording of plat and MCDEP issuance of sediment and erosion control permit.
4. No clearing or grading prior to Planning Department approval of signature set of plans.

APPENDIX: Previous Planning Board Environmental Decisions

The proposed site plan includes 768 of the approximately 1300 units anticipated for the town center site with associated infrastructure. It also includes grading for the future commercial/off ice/retail portion of the site. The plan results in complete development or grading of the west side of the site and development of approximately one third of the east side.

As part of project and preliminary plan review, the Board made the following decisions:

1. Agreed to stream buffer encroachment for the grading of the greenway road (no clearing of forest, no imperviousness in the buffer, complete reforestation) and two associated stormwater management facilities (minimize disturbance and re-vegetate) due to the effect the alternative would have on site design and density.
2. Established that Clarksburg Town Center must comply with Special Protection Area (SPA) Water Quality Review requirements except that the revised SPA wetland buffers (*Guidelines for Environmental Management of Development in Montgomery County*, February 1997 edition) would not apply.
3. Agreed that stream buffers must be forested wherever possible to meet county Forest Conservation Law requirements and Clarksburg Master Plan objectives; meadow/wildflower areas or other amenity landscaping must be placed outside of buffers.
4. Agreed that forest planting in the Little Seneca Creek is a priority and instructed the applicant to make a good faith effort to find off-site planting areas within the watershed, if necessary, before planting in the portion of the site draining to Little Bennett Creek.
5. Approved the use of closed section roadways for neighborhood streets (pending official MCDPWT waiver) based upon EPD and MCDPS agreement that the higher road runoff can be compensated for by proposed increased storage of stormwater runoff in the water quality facilities (control of 1" of runoff over the impervious surfaces instead of the more typical 1/2").

**APPENDIX FOR PLANNING BOARD ITEM #9
JANUARY 22, 1998 HEARING DATE**

8-98001 CLARKSBURG TOWN CENTER SITE PLAN

DISCUSSION AND FINDINGS

The Planning Department staff evaluated the transportation effects of the subject application as required by the Subdivision Regulations and as recommended in the Master Plan. First, the Board must determine that public facilities, including roads, will be adequate to support and service the area of the proposed subdivision. Staff evaluated the impact of the proposed development on nearby roads and intersections in accordance with the Local Area Transportation Review Guidelines. Necessary local area transportation review improvements for this project are identified in condition #2 for Project Plan No. 9-94004.

The second level of transportation review was based on the Master Plan recommendation that development districts, or alternative financing mechanisms, be implemented prior to new development, to ensure that road infrastructure be provided to support recommended Master Plan development. The Clarksburg Master Plan specifically addressed the County's fiscal concerns that the timing and sequence of development in the area should be responsive to the fact that capital improvements funding required to support new growth will have to come from a variety of sources, including government sources and private development. As part of the Project Plan discussion, the Board requested staff to conduct an analysis of the Master Plan road network, determine the amount of road infrastructure required, evaluate how the roads would be built, and recommend when they should be built.

The Master Plan anticipated a funding shortfall for the construction of schools, local roads and other community facilities recommended in the Master Plan to serve the expected new growth. In response to this, the Master Plan recommended that development in Clarksburg should occur in stages conditioned upon the ability of private developers to fund a significant portion of the infrastructure improvements or the availability of other new sources of revenues. The Planning Board expressed a desire to address the Master Plan's stated need to comprehensively allocate among developers a responsibility to construct portions of road infrastructure in a fair and equitable manner.

To ensure that the Applicant fund its share of road infrastructure, as best can be determined at this time, staff recommended that the Applicant improve Stringtown Road (A-260), to County standards as a two lane road within the Master Plan Alignment, No. 2. as of August 25, 1995. Staff's assessment was based on the 1993 Fiscal Impact Analysis prepared by the Montgomery County Office of Planning Implementation (OPI), as part of the Clarksburg Master Plan review. The OPI study projected a funding gap of approximately \$89 million for required infrastructure. The Study also projected approximately \$37 million in revenues to be generated by the Construction Excise Tax (CET). Since the CET has been repealed, this loss of

1. Agreement with Planning Board to limit development to a maximum of 1300 dwelling units, 150,000 square feet of retail uses and 100,000 square feet of commercial office uses, subject to the following requirements:
 - (a) Agreement with the Planning Board to provide the necessary roadway improvements as identified in the phasing section of the revised Transportation Planning Division Memorandum dated 09/26/95.
 - (b) The recordation of the subdivision plats for the Clarksburg Town Center project shall be phased over a nine year period. Plats may be recorded in three separate phases with each phase being completed within a thirty-six month period. Applicant to record plats for at least 200 residential units during Phase 1. Applicant must submit a plat recordation schedule for Phases 2 and 3 for Planning Board approval as part of the Phase 1 site plan review.
2. Compliance with Environmental Planning Division approval regarding the requirements of the forest conservation legislation. Applicant must meet all conditions prior to recording of plat or MCDEP issuance of sediment and erosion control permit, as appropriate.
3. The commercial area's stormwater management forebay, sand filter #6 and associated grading that cannot be forested must be located outside of the required stream buffer. The SWM facilities should be designed to promote aesthetics and effectiveness.
4. Agricultural areas within the environmental buffer will be taken out of production and stabilized with a suitable grass cover no later than Spring, 1996.
5. Dedication of the following roads as shown on plan must be provided as follows:
 - (a) Clarksburg Road (MD RT.121) for ultimate 80' right-of-way.
 - (b) Piedmont Road (Master Plan A-305) for ultimate 80' right-of-way.
 - (c) Stringtown Road (Master Plan A-260) for ultimate 120' right-of-way.
6. Dedication of the proposed park/school, as shown on the Applicant's revised preliminary plan drawing, is to be made to M-NCPPC. In order to facilitate the implementation of the combined park/school facilities, the following provisions apply:

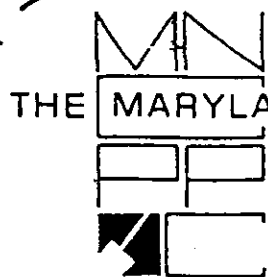
- (a) M-NCPPC and the Applicant will enter into an agreement specifying that an exchange of land, identified as areas "B1" and "B2" on the park/school concept drawing set out on Circle Page 49 of the staff report, will occur prior to the execution of the Site Plan Enforcement Agreement.
- (b) Dedication of the approximately 8 acre area, identified as area "A" on the same park/school concept drawing identified above, will occur either at the time of recordation of the plats for the adjacent phase of the project or at such time as funds for construction of the future elementary school are added to the County CIP, whichever occurs first.
- (c) The Applicant will provide site grading, infield preparation and seeding of the replacement athletic fields on the approximately 8 acres of dedicated land at a time which insures that there will be no disruption in the continued use of the existing athletic fields prior to completion of the replacement athletic fields.
 - (i) In the event that dedication occurs when funds for the proposed school are shown in the CIP, Applicant will complete work on the replacement fields prior to the construction of the proposed school.
 - (ii) In the event that dedication occurs prior to funding for the school being shown in the CIP, then upon construction of Street "F", as shown on the revised preliminary plan, Applicant will commence work on replacement of the baseball field. In addition, if at site plan it is determined that there is sufficient earth material on site to construct both replacement fields, then Applicant will also rough grade and seed the replacement soccer field when construction of Street "F" begins. Area tabulations for the proposed park/school complexes to be submitted for technical staff review at site plan. Final grading plan for the park/school site to be submitted for technical staff approval as part of the site plan application.

- 7. In accordance with Condition #6 above, Applicant to enter into an agreement with the Planning Board to provide for site grading, infield preparation and seeding of the replacement athletic fields in accordance with Parks Department specifications, as shown on the preliminary plan drawing, and as specified in the Department of Parks' Memorandum dated September 22, 1995. The construction of

the replacement athletic fields must occur as specified in Condition #6.

8. Record plats to reflect delineation of conservation easements over the areas of the 100 year floodplain, stream valley buffer, wetland buffer and tree preservation and/or reforestation and greenway dedications.
9. No clearing, grading, or recording of plats prior to site plan approval.
10. Final number and location of units to be determined at site plan.
11. Access and improvements as required to be approved by MCDOT and MDSHA.
12. Conditions of MCDEP stormwater management approval dated 07/28/95.
13. Final number of MPDU's to be determined at site plan dependent on condition #10 above.
14. Preliminary Plan 1-95042 is expressly tied to and interdependent upon the continued validity of Project Plan No. 9-94004. Each term, condition, and requirement set forth in the Preliminary Plan and Project Plan are determined by the Planning Board to be essential components of the approved plans and are, therefore, not automatically severable. Should any term, condition, or requirement associated with the approved plans be invalidated, then the entirety of the approved plan must be remanded to the Planning Board for further consideration. At that time, the Board shall determine if all applicable requirements under State and County law will be met in the absence of such term, condition and requirement, and if some alternative, lawful conditions or plan revisions related to the severed term, condition, or requirement are then required.
15. Other necessary easements.
16. The following phasing requirements are conditioned upon issuance of building permits for the subject preliminary plan:
 - (a) The first 44 dwelling units without any off-site road improvements.
 - (b) After the 44th building permit, the developer must start reconstruction of the southbound right turn lane along MD 355 at MD 121 to provide a "free flowing" movement.

- (c) After the 400th building permit, the developer has two options:
- 1) Construction of A-260 from MD 355 to the southern access road of the commercial site (commercial access road between A-260 and P-5) and construction of P-5 across the stream valley into the residential area north of stream valley.
 - 2) Construction of A-260 from MD 355 to the northern access road of the residential development and construction of a northbound right-turn lane along MD 355 at A-260 should be included in this phase.
- (d) After the 800th building permit, the developer must start construction of remaining section of A-260 to A-305, and intersection improvements at MD 355 and MD 121 to construct eastbound & westbound left-turn lanes along MD 121.
- (e) Construction of A-305 from A-260 to MD 121 must begin when the developer starts building any of the residential units on blocks 11, 12, 13, and the northern half of block 10.
17. This preliminary plan will remain valid until March 26, 2005. (9 years and 1 month from the date of mailing which is February 26, 1996). The recordation of plats shall occur in accordance with the phasing identified in Condition 1(b) of this opinion, and as further stipulated in the Planning Board's approval of the phase 1 site plan review. Prior to the expiration of the validity period for each phase, a final record plat for all property delineated in a particular phase must be recorded or a request for an extension must be filed. The first phase of the preliminary plan must be recorded by March 26, 1999 or a request for an extension must be filed.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

MONTGOMERY COUNTY PLANNING BOARD
REVISED OPINION

Project Plan No. 9-94004
CLARKSBURG TOWN CENTER

RMX-2 Zone

1300 Residential Units, 150,000 Square Feet of Retail, and 100,000 Square Feet of Office
SE Quadrant Frederick Road/Stringtown Road

Clarksburg

Date Mailed: June 12, 1995

Action: On May 11, 1995, motion was made by Commissioner Aron, seconded by Commissioner Holmes, with a vote of 3-1, Commissioners Aron, Holmes, and Hussmann voting for the motion. Commissioner Baptiste opposed to the motion, and Commissioner Richardson absent.

On December 6, 1994, the Clarksburg Town Center Venture (Piedmont Land Associates L.P. and Clarksburg Land Associates L.P.) submitted a complete project plan application seeking to develop pursuant to the optional method of development in the RMX-2 Zone. The application includes a range of housing opportunities, retail shops, a grocery store, restaurants, personal services, and offices.

On April 6, April 20, and May 11, 1995, Project Plan #9-94004 was brought before the Montgomery County Planning Board for a public hearing pursuant to Chapter 59 of the Montgomery County Code. At the public hearings, the Montgomery County Planning Board heard testimony and received evidence submitted in the record on the application. Based on the oral testimony, written evidence submitted for the record, and the staff report, the following conditions and findings are hereby adopted.

In voting against the motion, Commissioner Baptiste was concerned about approving this project plan before the water quality regulations, the sewer authorization, and the creation of a development district to fund future roads were complete. The other Commissioners were aware of these issues, but they determined that these issues were addressed at a concept level for the project plan. The remaining, more specific issues could be addressed prior to approval of the preliminary plan.

CONDITIONS

The Planning Board approves Project Plan No. 9-94004 subject to the following conditions:

1. Development Ceiling

The project plan for the Clarksburg Town Center is limited to 1300 dwelling units, 150,000 square feet of retail space, and 100,000 square feet of office space to be constructed in three basic phases as shown in the project plan. The following is the staging plan for traffic improvements:

- a. Stage 1 - 950 Units
- b. Stage 2 - 155 Units
- c. Stage 3 - 195 Units
 - 90,000 Square Feet of Retail
- d. Stage 4 - 60,000 Square Feet of Retail
 - 75,000 Square Feet of Office
- e. Stage 5 - 25,000 Square Feet of Office

The public building areas (i.e., elementary school, park buildings, and library) are not included in the calculations.

2. Transportation Improvements

The following road improvements, at each stage of development, are needed to provide enough capacity to serve the proposed development:

- a. Stage 1 - Reconstruction of the southbound right turn lane along MD 355 at MD 121 to provide a "free flowing" movement.
- b. Stage 2 - Construct an eastbound left turn lane along MD 121 at MD 355.
 - Construct a westbound left turn lane along MD 121 at MD 355.
- c. Stage 4 - Construct a northbound right turn lane along MD 355 at Stringtown Road.
- d. Stage 5 - Restripe eastbound Comus Road to provide exclusive left turn lane at MD 355.
- e. A-260 (Stringtown Road) must be dedicated to a right-of-way of 120 feet. At the preliminary plan, if determined that the property is not part of a participation agreement with MCDOT and other property owners, the safety improvements described in paragraph 4., will be made to Stringtown Road.

f. Participate in the Gateway I-270 Office Park road improvements as described below unless determined as not appropriate at the preliminary plan. At such time as the developer of the Gateway 270 Office Park commences construction of its required improvements between I-270 northbound off-ramp and the entrance to Gateway 270 Office Park (Transportation Planning Division memorandum dated September 25, 1989, Paragraph 1.b. and 2.), the applicant shall participate in such improvements provided:

1. Applicant has not completed its Stage 3 traffic improvements for the project.
2. Gateway I-270 preliminary plan has not expired.
3. Applicant's participation shall be limited to its pro rata share of traffic through this link in relation to the traffic to be generated by Gateway I-270 Office Park approvals plus any other approved development projects that place traffic through this link.

3. Dedication and Construction of A-305 (Mid-County Highway)

A-305 (Mid-County Highway) must be dedicated to a right-of-way of 80 feet and constructed as a two lane, open section arterial to replace Piedmont Road unless the scope of improvements are reduced at preliminary plan. Along that portion of A-305 near Stringtown Road, the required dedication shall be 40 feet from the current center line of Piedmont Road (along Hennigan, Purdum et al) which will allow for construction of A-305 to Stringtown Road at its current location. If the right-of-way is not available at the time of record plat for that portion of the property along this section, the applicant shall dedicate the full 80 feet along this portion of A-305. Construction will not be necessary until construction of single family detached units within the existing right-of-way for Piedmont Road has started.

4. Dedication and Construction of A-260 (Stringtown Road)

If a participation agreement is determined necessary at preliminary plan, but does not occur before the necessary access points to the commercial area or part of the residential area from A-260 are needed, then the following improvements to existing Stringtown Road must be completed to increase safety as required by MCDOT. For safety purposes, the improvements at public streets A and H include 250-300 feet of bypass travel lanes at each access point. The right-of-way for A-260 (Stringtown Road) will be located outside of the Historic District with a transition to the center line of the existing roadway north of the crossing of Little Seneca Creek.

5. Environmental Improvements Before Approval of the Preliminary Plan

Submit for review before the Planning Board hearing on the preliminary plan the following:

- a. Concept plan for the proposed SWM facilities and roads near or in stream buffer, and associated grading, with indication of where tree planting is permitted.
- b. A staging plan for SWM with the extent of each proposed phase of development and the order in which they will be built. This shall be submitted as part of the first site plan, and should cover the entire site.
- c. A preliminary forest conservation plan addressing priority for planting in the Little Seneca watershed. As site plans for each portion of the site that abut afforestation areas are submitted, detailed afforestation plans for that section will be provided. Within each area of development, planting shall occur as early as practicable given land development activity constraints in accordance with logical staging concepts. Forestation requirements will be satisfied first in Little Seneca basin on-site, then in the Little Bennett basin on-site, then in stream buffer areas in Little Seneca off-site if the land is made available, and if a good faith effort to arrange such land availability fails, then elsewhere on the site.
- d. Applicant shall meet all requirements for preliminary water quality plan submission and approval, per Chapter 19, Article V - "Water Quality Review in Special Protection Areas" (proposed monitoring plan may be submitted as part of the review of the site plan). Location of units, roads, and other layout concerns will be subject to the final water quality regulations.

6. Environmental Improvements

- a. Minimize disturbance in the stream buffer except for road crossings, unavoidable utilities, SWM locations adjoining the town center retail area and greenway road, soft surface pathways, and memorial elements.
- b. As part of the preliminary plan, provide an area within the applicant's stormwater management facilities for stormwater management for the school site.

10. Revise the Layout of Streets

Incorporate the following items into the site plans for each stage of development:

- a. Improvements to the Town Square - Increase the size of the Town Square by utilizing a loop concept as shown on the revised drawing to reduce conflicts with east/west traffic and to improve pedestrian access.
- b. Relocate A-260 (Stringtown Road) in accordance with the revised alignment diagram to reduce the impact on adjacent residences. Reduce the number of access streets to A-260 from the area of the existing single family detached units (5) on the north side of Stringtown Road to meet the design standards for arterial roads.
- c. Eliminate the access to the proposed elementary school from MD 121 and provide access from the Greenway Road.
- d. Revise the access to A-305 (Mid-County Highway) to allow a direct connection from Burnt Hill Road to the Greenway Road, and improve the access to the single family detached units by utilizing private drives adjacent to A-305.

The present street system shown in the project plan requires waivers of existing standards. The applicant and staff have met with MCDOT to discuss the waivers. All waivers must receive final approval from MCDOT before approval of the site plan.

11. Staging of Amenities

All amenities shown within each stage of development must be completed within that stage of development. The concept design for the greenway, the school/park, and other large play fields, must be completed before approval of the first site plan.

Construction of the amenities within the greenway must be finalized before the completion of Stage 3.

12. Landscaping

The following items must be incorporated into the site plans:

- a. Street trees, high quality street lights, sidewalk paving types, and street furniture as part of the design for the streetscape of roads, the Town Square, and the neighborhood squares.

FINDINGS

1. Conforms with the Requirements and Intent of the RMX-2 Zone

The Planning Board finds that Project Plan #9-94004, as conditioned, meets all of the purposes and requirements of the RMX-2 Zone. A summary follows that compares the development standards shown with the development standards required in the RMX-2 Zone.

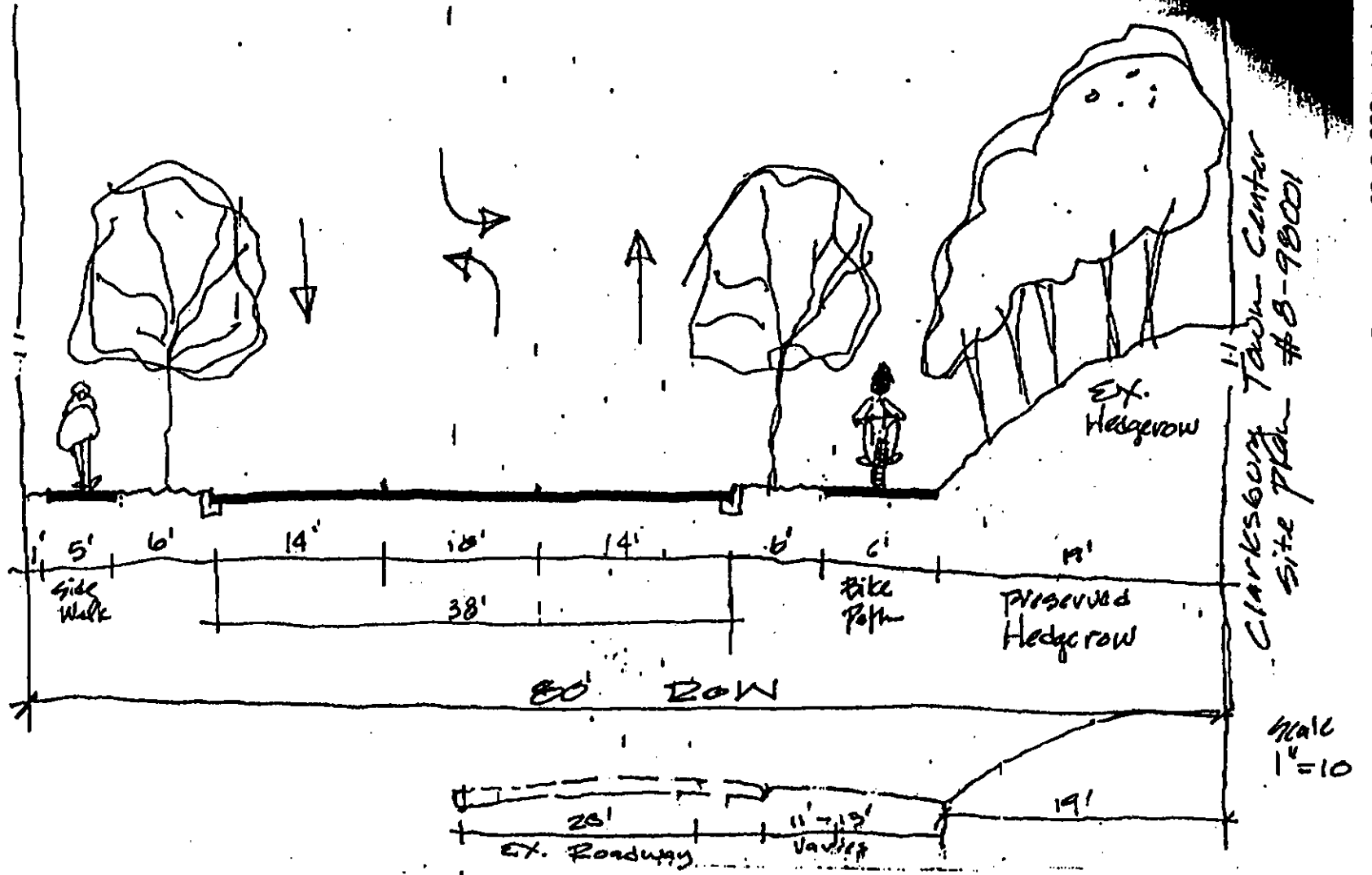
square, and the neighborhood squares provide amenities within the entire development. The streetscape system provides a comprehensive system in addition to the minimum design standards. The recreational facilities provide small open play areas for the local neighborhood and large fields for the entire planning area that exceed the minimum standards. The orientation of buildings to streets and the layout of blocks provide a pedestrian orientation for the town center.

6. Includes Moderately-Priced Dwelling Units

The application includes moderately-priced dwelling units.

Mr. Marc Mezzanott
Page Two
December 8, 1997

cc: Mr. Joseph Davis
Mr. Wes Guckert
Mr. Majid Shakib
Mr. Charlie Watkins
Mr. Ron Welke
Mr. Wynn Witthans

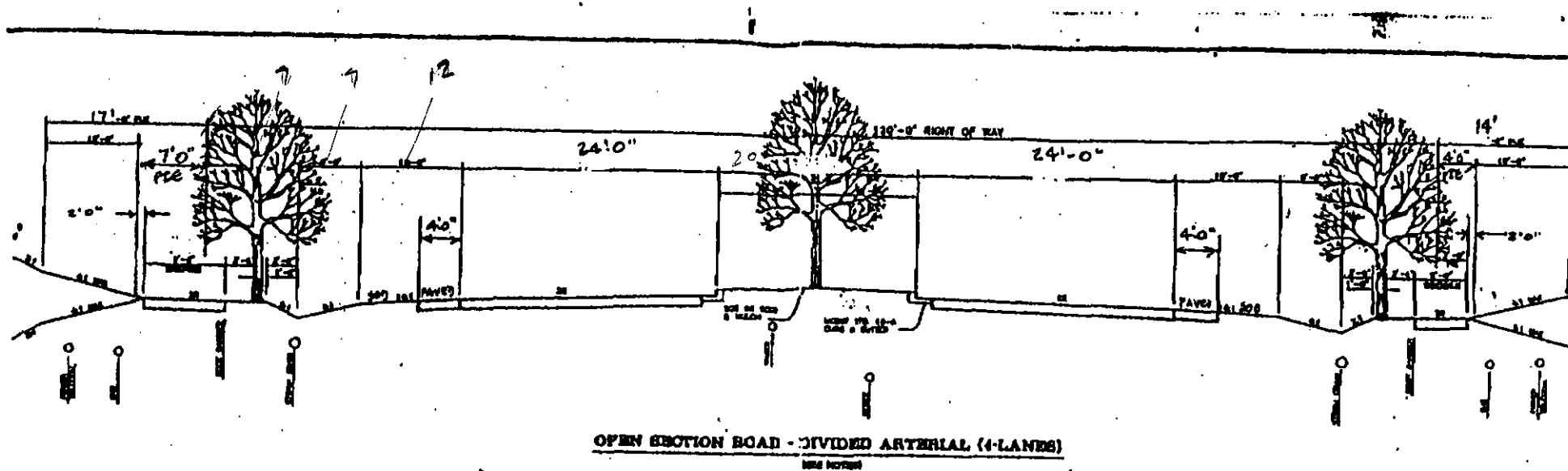


Clarksbury Rd.
Non. Standard ROW
Waiver Request

10/31/97

ENCLOSURE #1

STRINGTOWN ROAD (A-260)
(MID-COUNTY HIGHWAY (A-305) TO STREET "C")



ENCLOSURE #4

34
90
12
56

Page 4 - Wynn Witthans - Clarksburg Town Center - Phase I

I look forward to working further with you, the applicant and the "Development Review Team" as this project progresses. Please call me (301-217-2088) if you have any questions or need clarification of our comments.

Sincerely,



Sarah R. Navid, Traffic Engineer
Division of Land Development Services
Department of Permitting Services

sm\clarks2.wp

cc: Steven M. Klebanoff - Clarksburg Limited Partnership
Marc Mezzanotte - MK Enterprises
Steven Z. Kaufman - Linowes & Blocher
Stan Wong - MCDPS - Land Development Services
Richard Gee - MCDPS - Water Resources
Scott Wainwright - MCDPW&T Traffic & Parking Services
John Thompson - MCDPW&T Highway Services
Greg Leck - MCDPW&T Office of Project Development

3. After the 400th building permit, the developer has two options:

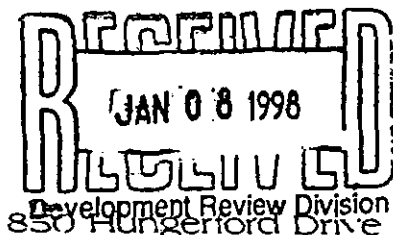
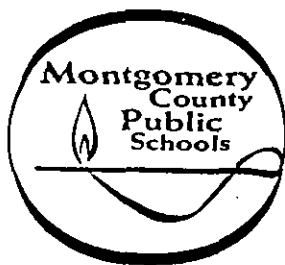
- a) Construction of Stringtown Road (A-260) from Frederick Road (MD 355) to the southern access road of the commercial site (commercial access road between A-260 and Main Street (P-5) and construction of P-5 across the stream valley into the residential area north of stream valley, or
- b) Construction of Stringtown Road (A-260) from Frederick Road (MD 355) to the northern access road of the residential development.

Construction of a northbound right-turn lane along Frederick Road (MD 355) at Stringtown Road (A-260) should be included in this phase with either option.

- 4. After the 800th building permit, the developer must start construction of the remaining section of Stringtown Road (A-260) to Midcounty Arterial (A-305), and intersection improvements at Frederick Road (MD 355) and Clarksburg Road (A-27) (MD 121) to construct eastbound and westbound left-turn lanes along Clarksburg Road (A-27).
- 5. Construction of Midcounty Arterial (A-305) from Stringtown Road (A-260) to Clarksburg Road (A-27) must begin when the developer starts building any of the residential units on Blocks 11, 12, 13, and the northern half of block 10, as numbered per Preliminary Plan approval.

The roadway improvements recommended as conditions for approval of the subject site plan are developed to meet the project plan and the preliminary plan requirements and to address additional transportation issues which DPWT, SHA and staff consider are necessary to provide a safe and efficient roadway system for the subject site plan.

KHK:kcw



Rockville, Maryland • 20850-1747
Telephone (301) 279-3425

December 31, 1997

Mr. William H. Hussmann, Chairman
Montgomery County Planning Board
Montgomery Regional Office
8787 Georgia Avenue
Silver Spring, Maryland 20910

Dear Mr. Hussmann:

A handwritten signature in cursive script that reads "Bill".

Re: Clarksburg Town Center
Site Plan # 8-98001

This regards the referenced site plan located within the Clarksburg Town Center of the approved and adopted Clarksburg Master Plan. I understand that this plan is to be reviewed by the Montgomery County Planning Board on January 22, 1998.

You will recall that I wrote to you in September 1995 when the MCPB considered the preliminary plan of subdivision for this property. At that time, I explained that MCPS was pleased that a creative solution had been found for the park/school site configuration. We supported the recommendation that playfields for use of the elementary school would be located on parkland, maintained by park staff, and most importantly, that these playfields would be available for exclusive school use during normal school hours or for school-sponsored functions.

We appreciate the additional information provided by the applicant, which MCPS needs to satisfy concerns about the constructability of the site for an elementary school. Soil borings and geotechnical analysis were provided at two locations on the land to be dedicated. It appears that the applicant intends to raise the elevation of that portion of the site proposed for locating the building element by depositing approximately 15 to 20 feet of fill in some locations. Prior to dedication, MCPS proposes that the applicant conduct a testing program, the final report signed and sealed by a registered professional engineer, authenticating the adequacy of deposited soils to support typical building foundation loads.

MCPS continues to prefer that the land dedication be made directly to the Board of Education. I am again requesting that this 8-acre parcel be deeded directly to the Board of Education by the developer following the usual procedures for subdivision approval and recordation of a plat for the site. This land is being provided solely for school purposes and as such should be titled to the Board of Education. At such time as the Board of Education's Capital Improvements Program is funded for a school to be constructed here, Parks Division can exchange this 8-acre parcel for another 8-acre parcel within the site as shown on the enclosed exhibit.

M-NCPPC has agreed to apply to the Board of Public Works for permission to exchange the new dedication for the area needed for the school building, parking, bus drop-off, basketball court and playground following site plan approval. However, there is some risk that the Board of Public Works may not approve such a conveyance, since MCPS would not have title to land to effect a land exchange. If the land is dedicated directly to MCPS, the dedicated land can be provided to M-NCPPC for interim use through a lease at nominal cost as we have done at many other future school sites.

You also should know that the State of Maryland's Public School Construction Program will reimburse the Board of Education only for costs incurred in connection with on-site school development. In other words, the land must be titled to the Board of Education to be eligible for state reimbursement. If the Board of Education were to develop playfields on M-NCPPC property for joint usage, the State of Maryland would declare those off-site development costs to be ineligible for reimbursement. I suggest that the land designated as playfields for the new school be deeded to the Board of Education as part of the land exchange contemplated. This would not preclude the Board of Education from striking an arrangement to provide for joint usage and maintenance responsibility after the development has occurred. If you wish, we can agree to reconvey the fields to M-NCPPC after development is complete and the funding reimbursement has been received from the state.

I hope that we can reach an amicable agreement on the terms and conditions for dedication. Thank you for your attention to these comments.

Sincerely,



William M. Wilder, Director
Department of Facilities Management

WMW:sw

Enclosure

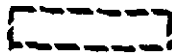
Copy to:

Ms. Witthans ✓

Ms. Schmieler

Ms. Turpin

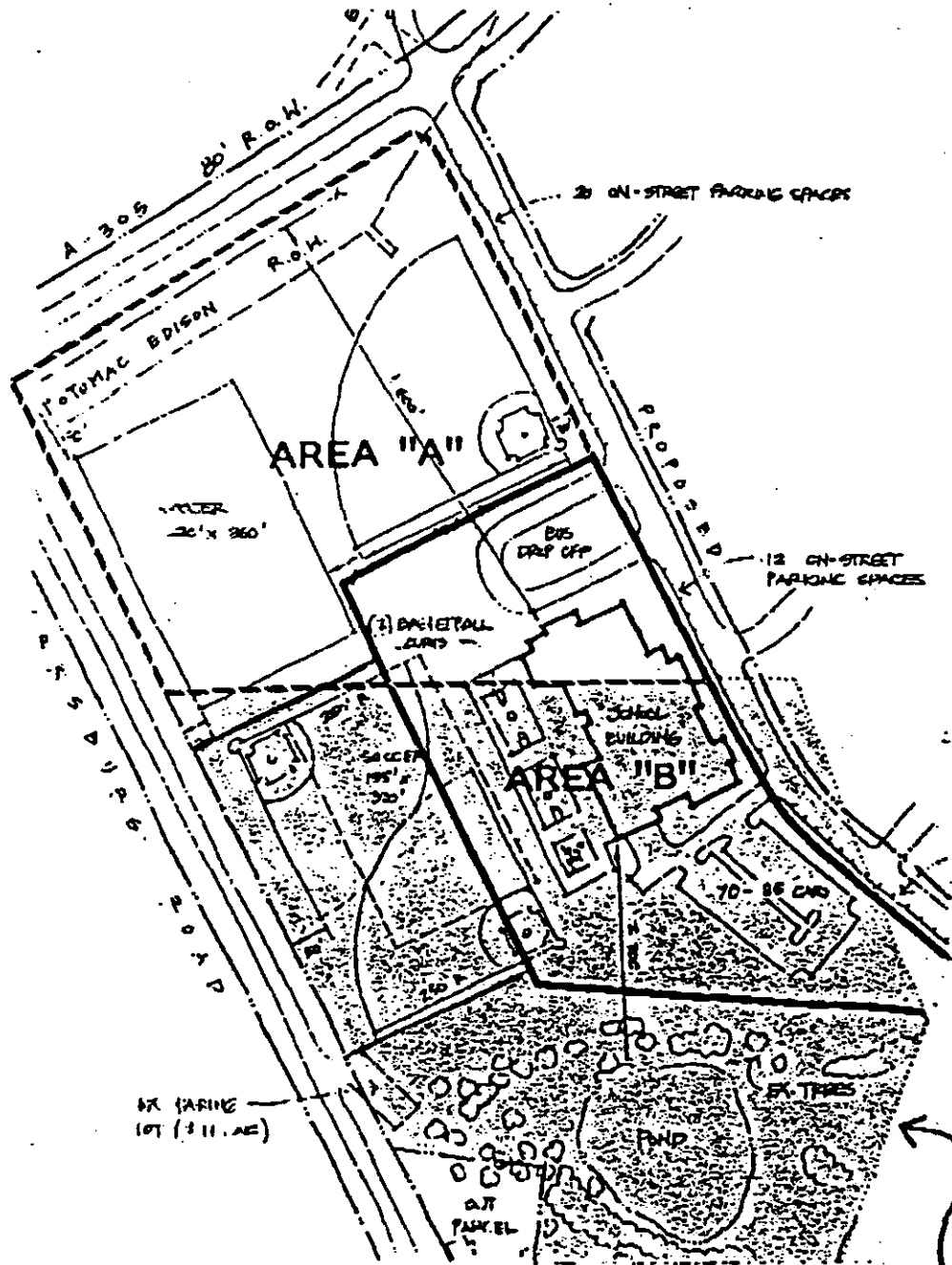
CLARKSBURG TOWN CENTER PARK / SCHOOL CONCEPT PLAN CLARKSBURG, MD 20871



AREA "A" - TO BE CONEYED TO M-NCPPC



AREA "B" - TO BE CONVEYED TO BOE



Existing King's Pond Local Park



Montgomery County Government

January 15, 1998

William H. Hussmann
Chairman
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Dear Mr. Hussmann:

The Montgomery County Historic Preservation Commission (HPC) understands that the Planning Board will be taking up the review of a proposed Site Plan for the Clarksburg Town Center project at your January 22, 1998, meeting. We wish to offer a number of advisory comments and recommendations on this Site Plan, which is directly adjacent to the Master Plan Clarksburg Historic District.

The Clarksburg Town Center project has a long history and has been discussed extensively by the HPC. On March 11, 1992, the HPC discussed the proposed Clarksburg Master Plan which addressed the Clarksburg Town Center development as one of the major components in the plan. On March 22, 1995, the HPC reviewed a Project Plan application for the Clarksburg Town Center and developed comments to transmit to the Planning Board. Most recently, on December 17, 1997, the HPC reviewed the current Site Plan application.

It is very important that the final plan for the Clarksburg Town Center do everything possible to respect and protect the character of the Clarksburg Historic District - this has been a significant goal since the beginning of the Clarksburg Master Plan process. At the time of the Project Plan review of the Clarksburg Town Center project, a number of concerns relating to historic preservation and the Clarksburg Historic District were identified. These are reflected in conditions that the Planning Board included in their approval of the Project Plan:

- The right-of-way for Stringtown Road (as a four-lane arterial with a planted median strip) will be located outside of the Historic District with a transition to the center line of the existing roadway north of the crossing of Little Seneca Creek.
- Redgrave Place's extension to the east will include a minimized right-of-way of 50 feet with only two paved lanes and no on-street parking in the Historic District.

Historic Preservation Commission

- If the right-of-way is available, the developer of Clarksburg Town Center will construct the extension of Redgrave Place in the Historic District. If and when the land is made available, the developer will share direct moving expenses only for relocating an existing historic house that is in the right-of-way. If the developer and property owner who is dedicating the right-of-way agree, the developer will make available an identified outlot to be merged with a portion of the adjacent parcel so as to create another lot.
- Access easements to future public sewer will be provided for structures in the Historic District. These easements may be located at the intersections of Stringtown Road and Frederick Road, and Redgrave Place extended and Frederick Road.
- The headstones from the Clark Family Cemetery, which are currently being stored at Little Bennett Park, will be incorporated into an interpretative exhibit that will be located in a small park at a prominent location in the development.
- Increase the setback of the proposed public street located next to the historic church to 30 feet and provide screening for the existing church cemetery. Do not have a lot next to the church and maintain this area as open space to provide a link to the church property. The size of lots and setbacks of the proposed development must match, approximately, the development standards in the R-200 zone for building setbacks and width of lots along the southeastern boundary of the site within the Historic District.

The Site Plan for the Clarksburg Town Center project addresses a number of the historic preservation issues and concerns that were raised during the Project Plan, but a few still remain unresolved. These are as follows:

- the exact right-of-way design for Stringtown Road at Route 355,
- the lighting of this intersection,
- the timing and implementation of the extension of Redgrave Place to the east of Route 355,
- the details of the design for the area commemorating the Clark Family Cemetery,
- the number of lots adjacent to the historic district,
- buffering of these adjacent lots.


These issues are still of major concern to the HPC and were discussed in detail during their December 17th meeting. However, the Commission is hopeful that many of these concerns can be resolved. Our advisory recommendation to the Planning Board is that certain conditions be included in the Site Plan approval that will address the concerns noted above. These conditions are as follows:

1. The right-of-way for Stringtown Road at Route 355, including any public utility easement adjacent to the right-of-way, should be no closer to the historic Day House than 20 feet from the side wall of the building (excluding the porch.)

2. Lighting at all road intersections, and especially at Stringtown Road and Route 355, should be designed to have a minimal impact on the Clarksburg Historic District. The lighting - both fixtures and intensity - should be compatible with the historic and residential character of the area.
3. Carry forward the Project Plan condition regarding the extension of Redgrave Place to the east of Route 355 in the Historic District. The HPC hopes that negotiations will continue between the developer of Clarksburg Town Center and Aric Rudden to resolve dedication of the right-of-way for Redgrave Place extended. Any relocation of the historic house in the right-of-way would need to come back to the HPC as a Historic Area Work Permit. As stated in the Clarksburg Master Plan, the relocated historic house must stay in the Clarksburg Historic District and must be oriented to Frederick Road as it is at present.
4. A design for an interpretative marker which includes two stones from the Clark Family Cemetery headstones has been submitted. This design is acceptable as long as it offers adequate protection of the headstones from weather deterioration and as long as the text of the interpretative marker is reviewed and approved by the HPC prior to fabrication. It would also be desirable for the marker to be located in a more central area and better integrated into the public open space that is being provided.
5. The Project Plan condition regarding the lots adjacent to the Clarksburg Historic District should be upheld. This means that one lot should be deleted from the single family home area directly adjacent to the Clarksburg Historic District, so as to fulfill the Project Plan condition of approximating R-200 zone lot width standards (100' wide at the building facade line). The current proposal shows six lots that are contiguous with the Historic District and they range in width from 65' to 120', with an average width of 83'. If this was dropped to five lots contiguous with the Historic District, the lots would range in width from 80' to 120' and have an average of width of 100'.
6. The current Site Plan shows a 50' foot building restriction line along the rear yards of the new single family lots adjacent to the Historic District. In addition, to this building restriction line, adequate landscape buffering should be designed between the structures in the Historic District and the new houses. The buffering should include preservation of existing trees, as well as planting of additional mixed evergreen and deciduous new trees along the rear of the new lots.

Thank you for the opportunity to offer these advisory recommendations. We look forward to working with the Planning Board on the implementation of the Clarksburg Town Center project, and on the preservation of the Clarksburg Historic District.

Sincerely,


George Kousonias
Chair, HPC

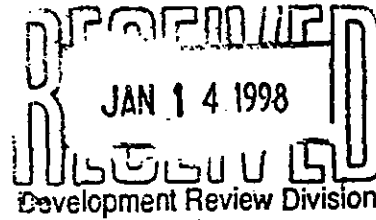
M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

9500 Brunett Avenue
Silver Spring, Maryland 20901



January 13, 1998

MEMORANDUM

TO: Wynn Withans, Development Review Division

VIA: Terry H. Brooks, Chief, Park Planning and Development Division *THB*

FROM: Tanya Schmieler, Countywide Planning Division *TKS*
William E. Gries, Land Acquisition Officer *weg*

SUBJECT: Clarksburg Town Center: Site Plan # 8-98011

The Clarksburg Town Center Site is located adjacent to the developed 13.7 acre Kings Local Park Site and includes dedication of a greenway and a park/school site. Kings Park currently includes two athletic fields, a pond, a small playground and two parking areas. Site Plan # 8-98011 proposes path connections to Kings Park and a natural surface path through the greenway, as well as a proposal to add play equipment to the Park. These improvements as well as the greenway plan, are agreeable to park staff with the recommendations included below.

Recommendations:

1. That all conditions approved by the Planning Board on September 28, 1995 pertaining to the parkland in the Clarksburg Town Center Preliminary Plan be adhered to, including the following:
 - a. That requirements pertaining to all parkland dedication be adhered to, including the dedication of the future school site to M-NCPPC which is to be held until such time as funds are added to the County Capital Improvements Program for school construction.
 - b. That the applicant will provide site grading, infield preparation and seeding of replacement athletic fields on the approximately 8 acres of dedicated park/school land at a time which insures that there will be no disruption in the continued use of the existing athletic fields prior to completion of the replacement athletic fields.

2. That the specific future location of all proposed facilities on parkland (playground and pathways) be staked in the field and subject to the concurrence of park staff.
3. That the construction of the playground and pathways on parkland adhere to park specifications and that engineering plans be submitted and approved by the Park Planning and Development Division and a park construction permit be obtained prior to starting any work.
4. That King' s Pond not be utilized for stormwater management facilities, and that plans for the sand filter adjacent to the greenway be submitted to PP&D engineering staff for approval.

MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
FOREST CONSERVATION PLAN RECOMMENDATIONS

TO: Wynn Witthans
Development Review Division

SUBJECT: Final Forest Conservation Plan # 8-98001
Site Plan Clarksburg Town Center, Phase 1a and 1b
NRI/FSD # 4-94162

The subject Forest Conservation Plan has been reviewed by the Environmental Planning Division to determine if it meets the requirements of Chapter 22A of the Montgomery County Code (Forest Conservation Law). The following determination has been made:


SUBMISSION ADEQUACY

- ☒ Adequate as submitted
☐ Inadequate for evaluation. The following items must be submitted:
☐ Forest Conservation Plan Drawing ☐ Forest Conservation worksheet
☐ Approved NRI/FSD Map ☐ Development Program
☐ Justification for afforestation/reforestation method
☐ Qualifications of Preparer(s) ☐ Long term protection methods
☐ Other _____

RECOMMENDATIONS

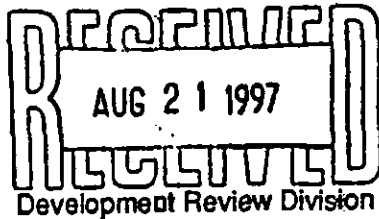
- ☐ Disapprove for reasons cited in comments below.
☐ Revise according to the comments specified below.
☒ Approve subject to the following conditions:
☒ Required site inspections by M-NCPPC monitoring staff (as specified in "Trees Technical Manual")
☒ Approval of the following items by M-NCPPC staff prior to DEP issuance of the sediment and erosion control permit:
☐ Tree Protection Plan
☒ Afforestation/Reforestation Planting Plan (see Comments)
☒ Submittal of financial security to M-NCPPC prior to clearing or grading.
☒ Record plat to show appropriate notes and/or easements. Agreements must be approved by M-NCPPC staff prior to recording plats.
☒ Maintenance agreement to be reviewed and approved by M-NCPPC staff prior to first inspection of planted areas.
☐ Other _____

- ☒ Comments: 1) Planting adjacent to the Greenway must meet forest conservation as well as Development Review Division landscape criteria. Must add either 32 additional 2-3" native shade trees, or 64 additional 1" native shade trees or an acceptable combination. 2) Shrubs are required in addition to the trees, not as part of the tree planting (see Section 3.B.5. in the Trees Technical Manual). 3) Where is afforestation area B-2? 4) Which roads are you deducting from the net tract area for the residential and RDT areas? If you are doing improvements on the road it must be included in the net tract. This applies to the arterial roads around the perimeter of the site. Show detail of where the deductions were made to illustrate that the appropriate rights of way were included. 5) Since this is an SPA, we are looking for accelerated reforestation. As per the SPA guidelines, we do not want to include seedling planting. Trees in the afforestation areas should be whip stock.

SIGNATURE: 
Environmental Planning Division
cc: Rob Cohen, MK Enterprises for the applicant

DATE: 1/15/98

FCPR r 1/16/97



Peter L.M. Heydemann
9435, Gentle Circle
Gaithersburg MD 20879

Phone (r) 301 963 2609
(o) 301 975 4500
E-mail Peterhey@bellatlantic.net

August 19, 1997

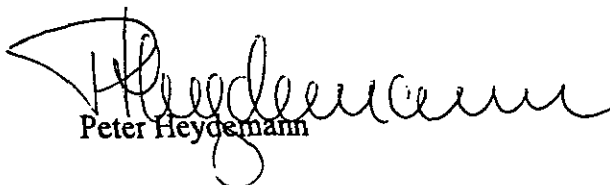
Maryland National Capital Park and Planning Commission
Department of Planning - Development Review Division
8787 Georgia Avenue
Silver Spring Md 20907

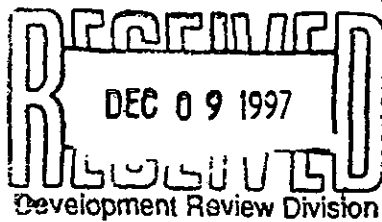
Subject: Project: Clarksburg Town Center - Phase I
MNCPPC #8-98001

I am the owner of Lot 16 of Brinkley's Subdivision on Stringtown Road in Clarksburg. The Composite Site Plan provided by Montgomery/Kontgias Enterprises, Inc. shows a realignment and widening of Stringtown Road. At the northern end of my lot most of the required land is taken from my land. I certainly object to the use of my land for a road that is being widened and realigned for the benefit of the developers of the Clarksburg Town Center. The widened and realigned road can easily be accommodated on the developers property, if the developer would move his development some 250 feet to the northwest and would dedicate a wider strip of land for the road. There is nothing in the lay of the land that would preclude this. Planning to use my property is just a way to get additional land cheaply and I strongly object to that.

Please, inform me of the Planning Board hearing data and time. I wish to protest this plan in person.

Thank you very much for keeping me informed.


Peter Heydemann



CCa
Clarksburg Civic Association
P.O. Box 325
Clarksburg, Maryland 20871-0325

December 6, 1997

William H. Hussmann, Chairman
The Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760

Chairman Hussmann:

The following comments have been reviewed and endorsed by the Clarksburg Civic Association's (CCA) Executive Committee. Three members of the Clarksburg Civic Association held a meeting with Wynn Witthans to discuss these comments. The members are David Post, Richard Strombotne, and Lynne Rosenbusch. The comments are for the Clarksburg Town Center Site Plan Review and include statements of understanding, questions, and recommendations.

General Comments

1. The CCA understands that this phase of development represents 775 (60%) of the houses planned for the Town Center with a density of approximately 6.5 dwelling units per acre.
2. It is the CCA's understanding that the minimum building setbacks have been reduced by more than 50% from the Preliminary Plan as follows:

	Preliminary Plan	Site Plan
• From one family detached zoning	100'	50'
• From other residential zoning	30'	15'
• From any street	30'	10'
3. The CCA understands that the number of private roads have been reduced to two. The frontage roads are private roads to allow for assigned parking.
4. Please ensure that the playgrounds and tot lots be handicap accessible.

Clarksburg Civic Association
P.O. Box 325
Clarksburg, Maryland 20871-0325

5. The CCA understands that the existing house at the intersection of MD 355 and Main Street is to be relocated into the Historic District.
6. The proposed alignment of Stringtown Road at MD 355 goes through an historic house. How will this alignment be changed?
7. A future right-of-way (ROW) is proposed for access to the Rudden Property southwest of the site. What is the intention of this?
8. Parking for some of the townhouses (i.e., lots 19-25, Block G and 14-18, 43-48, Block F) appears inadequate or too far away.
9. What is planned for "CW #1" (Parcel "D") in the parking island?
10. The trash cart enclosures are a wooden fence, which will fall into disrepair over time. A masonry fence would hold up much longer.
11. The CCA recommends handicap curb cuts at each intersection. Only some are shown.
12. Will there be covenants regulating the type and heights of fences allowed? A uniform fence type is more attractive than a hodge podge.
13. A large portion of the parking is located along the greenway road. That is a long walk to homes for some residents and guests.

Landscape and Environmental Concerns

1. The CCA applauds the amount and large sizes of landscaping indicated and the developer's willingness to invest so much in landscaping. The Townhouse Mews Garden is especially attractive, however it does not provide barrier free access for the handicapped.
2. Are there details for the bioretention ponds, tree protection, and reforestation?
3. The existing tree on MD 355 at the intersection with Main Street needs to be saved and should be protected from construction. No protection is indicated. It appears that a retaining wall will be required to protect the critical root zone.

Clarksburg Civic Association
P.O. Box 325
Clarksburg, Maryland 20871-0325

4. The culvert design for the Little Seneca Creek tributary crossing is insensitive to the stream valley buffer. A bridge would have less impact on the stream and allow wildlife and people to pass under it.
5. There are a lot of 2:1 slopes at the stream crossing which again are difficult to maintain.
6. 2:1 slopes at the sand filter (Block G) are difficult to maintain with mowers. The CCA suggests that the 2:1 slopes be planted with a low maintenance groundcover.
7. What kind of long-term maintenance is proposed for the sand filters? Who will be responsible for this maintenance?
8. Some driveway slopes are very steep (up to 11%). A gentle (5% maximum) slope allows people to open their car doors without it swinging back on their legs.
9. Some parking lot slopes are too steep for the same reason (Parcel "B", Block A and Parcel "A", Block D).
10. The quantity of screening that is proposed for the pump station is adequate. The CCA suggests changing the type of trees from so many deciduous to more evergreen trees and shrubs.
11. Many of the plants specified are not recommended for Northern Montgomery County for various reasons:
 - Deodar Cedar - not hardy to zone 6.
 - Winterking Hawthorn - has very sharp thorns. One is located dangerously close to the hiker/biker trail near the pump station.
 - Schwedleri Maple - leaf scorch due to high temperatures (not serious).
 - Milkyway Kousa Dogwood - Discula Anthracnose has appeared on the Chinensis varieties. Suggest using another Kousa Dogwood.
 - Gingko - Females have very messy and malodorous fruit. Specify a male clone.
 - Scarlet Oak - not as tolerant of adverse conditions as Northern Red Oak.
 - Canadian Hemlock - Woolly Adelgid is a serious insect problem, which will kill the tree.
 - Austrian Pine - severe dieback due to Diplodia tip Blight, a disease.
 - Azaleas are located in full sun. They prefer shade.
 - Plant "PLO" is not in the plant list.

Clarksburg Civic Association
P.O. Box 325
Clarksburg, Maryland 20871-0325

12. Several of the plants specified are a preferred source of food by our local deer population and will be eaten:
 - Azaleas
 - Yews
 - Daylilies
13. The guying detail shows three guy wires that look like a potential hazard to unwary pedestrians. These should be flagged with 1" diameter PVC pipe or other highly visible material.
14. Tree wrap is no longer recommended for tree planting. Damaged bark can be hidden under tree wrap.
15. There is an excessive amount of mulch shown around shrub and perennial beds. This makes for unnecessary weeding.

Outdoor Lighting Review

1. Currently, in Clarksburg the Milky Way is still visible in our night sky. The CCA would like to preserve this night sky for all the citizens to enjoy. This can be accomplished and still allow the Town Center to be adequately lit by lights pointing down rather than up. In addition, the cost associated with lighting is primarily the labor cost to install and the cost of the electricity to run the lights. The electrical costs are minimized by using a highly efficient luminaire and glare is reduced by proper shielding.
2. The site plan shows an acorn light fixture. The type of lamp is not specified. Due to inadequate shielding this fixture produces much glare and can be a safety issue, especially to our older citizens who are more sensitive to glare. This is not acceptable. The CCA strongly recommends that a full cutoff light needs to be specified.
3. The CCA strongly recommends lighting from luminaires that light only the ground uniformly, not the sky (full cutoff luminaire). The luminaire needs to be efficient to operate (measured by lumens/watt). Low pressure sodium is the most efficient commonly available luminaire that has the added feature of not losing efficiency over its lifetime. We realize that color rendition is lost, but that is not critical for the Town Center. (High pressure sodium is also acceptable.) The lighting needs to be of uniform density at the level of 1 footcandle or less.

Clarksburg Civic Association
P.O. Box 325
Clarksburg, Maryland 20871-0325

This type of lighting, if properly installed, provides little glare and would be adequate for purposes of the Town Center.

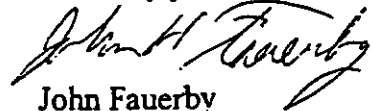
Multi-use Trail, Pedestrian, and Bicycle Issues

1. The CCA appreciates the Clarksburg Greenway Trail which will connect Little Bennett Park with the extended Magruder Trail. The Clarksburg Greenway Trail should be a popular trail with a variety of users. Please consider increasing the width of this trail from 8 feet to 10 feet to accommodate the users.
2. The Master Plan calls for a bikeway on Stringtown Road. None is indicated. The CCA recommends paved shoulders as an alternative.
3. The Master Plan designates Main Street as a Class 3 bicycle facility. The design of Main Street does not appear to accommodate this use in a safe manner. We understand that the 10 foot per lane width and parallel parking on Main Street are for traffic calming. People will ride bicycles a safe distance to the left of any parked cars which will probably be up the middle of the lane. This will surely calm traffic also! Please consider other alternatives.
4. There needs to be bicycle/pedestrian access to the new elementary school from all parts of the Town Center. In addition, crosswalks and pedestrian signals need to be installed at intersections with the roads surrounding the Town Center and at major intersections within the Town Center.
5. There needs to be pedestrian/bicycle access to the future transit station.
6. The "Inverted U" bicycle racks which are specified are acceptable.
7. Between MD 355 and Burnt Hill Road, Clarksburg Road is designated as a Class I Bikeway. However, due to the number of planned intersections, this is not safe. Please consider changing the designation to a Class II Bikeway. The current berm and trees need to be kept.
8. Sidewalks with right angle turns will cause grass wear. The CCA suggests providing radii or angled intersections.
9. The path system around the Ponds in Parcel "B" looks good.

Clarksburg Civic Association
P.O. Box 325
Clarksburg, Maryland 20871-0325

10. The natural trail in the greenway crosses some low areas where footbridges may be necessary.

Sincerely yours,



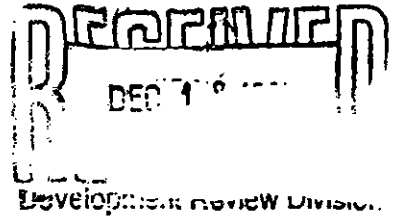
John Fauerby
Vice President
Clarksburg Civic Association

cc:

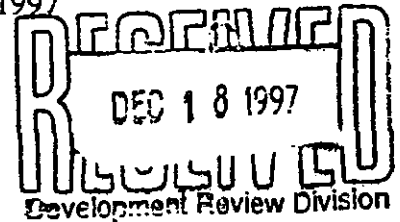
Nancy Dacek, County Council
Steven Klebanoff, Managing General Partner
Lyn Coleman, Community Planning
Wynn Witthans, Development Review
Sarah Navid, Traffic Review and Planning
Jim Sebastian, Planning Board
Gail Tait-Nouri, Senior Planning Specialist
Steve Howie, President, Clarksburg Civic Association

cCa

Clarksburg Civic Association
P.O. Box 325
Clarksburg, Maryland 20871-0325



December 13, 1997



William H. Hussmann, Chairman
The Maryland-National Capital Park and Planning Commission
The Montgomery County Planning Department
8787 Georgia Avenue
Silver Spring, MD 20910-3760

Chairman Hussmann:

The Clarksburg Civic Association (CCA) commends the effort of the Montgomery County Planning Department in preparing the staff draft of the Master Plan of Countywide Trails and Bikeways, August 1997. We recognize this as a comprehensive county wide plan of trails and bikeways for Montgomery County.

The CCA is especially pleased with the planning of the hard surfaced extension of the Magruder Trail from Damascus through Clarksburg's Ovid Hazen Wells Park and on to Black Hill Regional Park. We are pleased with the planning of the hard surface Clarksburg Greenway recreational trail from the extended Magruder Trail through Clarksburg's Town Center to Little Bennett Regional Park. We are happy to see the planning of the Ridge Road trail connecting the Clarksburg area with Germantown. The CCA would like to see these trails implemented since they will help satisfy the recreational needs of northern Montgomery County by linking the growing communities with the regional parks of the area. The trails will provide a safe corridor for children and adults to bicycle or hike from their homes to their parks. We believe the entire county will benefit by these trails and will enjoy using them.

The CCA also hopes that I-270/MD 355 Bikeway Corridor will be refined, designed, and implemented. This will greatly improve the safety of bicycle commuters from Clarksburg reaching their work in Germantown, Gaithersburg, and Rockville. It will also enhance future opportunities of bicycle commuters who live to the south and will someday work in Clarksburg. We believe the I-270/MD 355 Bikeway Corridor will also be used by the recreational bicyclist to reach the recreational trails that will someday exist in the northern part of Montgomery County. Lastly, this corridor is important in providing multimodal transportation in the regional context between Montgomery and Frederick counties. As you know, bicycles can play an important role in helping to reduce traffic congestion if safe and well designed bicycle facilities are in place.

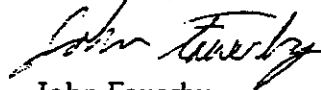
cCa

Clarksburg Civic Association
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The CCA also encourages the addition of a Bikeway Corridor from Laytonsville, through Damascus, and on to Clarksburg. The northeastern area of the county is growing and the current and future citizens of this area should have similar access by bicycle from their homes to their employment locations as do other areas of the county.

The CCA encourages both the recreational trails and the bikeway corridors be designed and implemented as soon as possible (in the next few years). They will be easier to put in place prior to the build out of Clarksburg. They will attract both businesses and home owners to this area. They will also showcase Montgomery County's commitment to the recreational and transportation needs of its citizens. The trail system will also attract tourists from throughout the region, including Northern Virginia, and bring their dollars to the local businesses of Montgomery County. The CCA encourages the development of the trails and bikeways throughout Montgomery County as shown in the Master Plan.

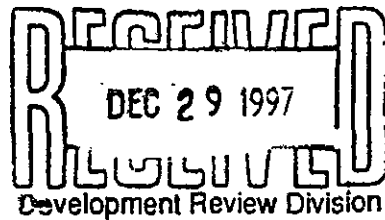
Sincerely yours,



John Fauerby
Vice President
Clarksburg Civic Association

cc:

Douglas Duncan, Montgomery County Executive
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Montgomery Bicycle Advocates
26517 Aiken Drive
Clarksburg, MD 20871
23 December 1997

William H. Hussmann, Chairman
The Maryland-National Capital Park and Planning Commission
The Montgomery County Planning Department
8787 Georgia Avenue
Silver Spring, MD 20910-3760

Chairman Hussmann:

This letter addresses the safety of the three classes of bicycle facilities and addresses these safety issues in terms of the Clarksburg, Maryland, Master Plan. This letter does not propose discarding master planned bicycle facilities, but proposes changing the classification of master planned bicycle facilities prior to construction if there is a safety hazard.

The following are the three generally accepted classifications of bicycle facilities:

1. The Class I Bike Path or Bike Trail is a hard surfaced path physically separate from any road.
2. The Class II Bike Lane is a portion of the roadway which has been striped separate from the travel lane. The Bike Lane is usually a paved shoulder.
3. The Class III Bike Route is a roadway lane designed for shared use by motorized vehicles and bicycles.

When planning for Class I, Class II, or Class III bicycle facilities, there are several criteria which should be weighed. Some of the criteria are safety, type of use, vehicle density (vehicles per day), road width, and speed limits. An emphasis should be given to safety. This letter only addresses the safety issue.

The Class I Bike Path is used for recreational and transportation uses by all groups of people including children and adults from novice riders through experienced riders. This facility is generally a hard surfaced path separate from any road. Bike Paths are typically designated as multi-use trail which means that it should accommodate hikers and runners, skaters and bladers, as well as, bicyclists. The minimum width is 10 feet (AASHTO standards - Guide for the Development of Bicycle Facilities), but 14 feet is better in order to accommodate all the user types. The Maryland DOT SHA Bicycle and Pedestrian Planning/Design Guidelines specifies that there should be a smooth and clear two foot zone on each side of the Bike Path. This can be used as a recovery zone or a place to rest or make repairs so as not to hinder traffic on the path. The Bike Path is bidirectional.

The Class I Bike Path is a safe facility provided there are minimal intersections with roads and driveways. The problem with Bike Paths crossing roadways is that these crossings are not at the usual intersection sites. When a Bike Path is parallel with a road when both cross another road, the Bike Path is offset from the adjacent road typically by 6 to 10 feet. When a car is making a turn, the driver is looking in the roadway for other vehicles, not at the Bike Path crossing. The bicyclist must look at every intersection not only for vehicles to the right and left, but for possible turning vehicles from the adjacent roadway which is a considerable distance away. In addition, many existing Bike Paths do not have a smooth transition to the intersecting roadway surface. Where this is the case, the bicyclist must also give attention to the bump which takes attention away from looking for other vehicles. (Note that along the Bike Path parallel with MD 108 in Olney, this bump is not at right angles with the direction of travel.) The result of all this is a higher chance of motorized vehicle/bicycle crashes at intersections and driveways. Two intersections per mile or less is tolerable, while more than two becomes intolerable.

A secondary problem with those Bike Paths that are separated from a parallel roadway by a few feet is glass debris. Bike Paths become targets for the breaking of glass bottles. The bicyclist has few options for avoiding the broken glass and may decline to use the Bike Path if this is a frequent problem.

Good uses for a Class I Bike Path are for Rail-to-Trail conversions, trails in park or rural settings, and trails along major highways and transit ways where there are few at grade intersections.

A Class II Bike Lane is a smooth surface attached to a roadway, but separated with a painted stripe. Typically, this is a paved shoulder or a recovery zone. The minimum width of a Bike Lane is 4 feet, but wider is better. This width should not include the gutter pan. The width should depend on traffic density and the speed limit. The Federal Highway Administration gives charts specifying the minimum lane widths given this criteria. The Bike Lane is unidirectional. Since the Bike Lanes are unidirectional, bicyclists can generally travel faster than on Bike Paths. Bike lanes are typically used for transportation uses, but can accommodate recreational users. The wider bike lanes may safely accommodate all types of bicycle users, while the narrower lanes may only accommodate the more experienced bicyclists.

Bike Lanes are a safe bicycle facility. The stripe serves as a separation guide between the motorized traffic and the bicycle traffic. The drivers of the motorized vehicles have good visibility of the bicycles and the cyclists can easily see the motorized traffic. Where a bicycle facility has a higher frequency of intersections with other roadways or driveways, the Bike Lane is safer than Bike Paths since they cross at the normal intersection site and there is no transition from the Bike Lane surface to the intersecting roadway surface as is found with some Bike Path facilities. A right-turn lane should transition across the Bike Lane and travel right of the Bike Lane.

Appropriate striping and signage is needed to direct vehicles before the intersection. Reference the AASHTO Guide for the Development of Bike Facilities. Right-turn lanes should be shared by all right turning vehicles. Bike Lanes do have a problem where on-road parking is permitted.

Bike Lanes have the additional advantage that if there is debris on the lane, such as broken glass, the bicyclist may avoid the glass by carefully maneuvering into the adjacent travel lane. Bike Lanes are also more likely to have snow removal during the winter than are Bike Paths.

The Class III Bike Route is generally a designation of a safe and desirable bike route to a specific destination or through a specific area. A Bike Route on a lightly traveled roadway is safe for all users, while a Bike Route on a heavily traveled roadway, a narrow roadway lane, or a roadway with a higher speed limit is usable by only the more experienced bicyclists.

A bicycle facility may consist of different classes. For instance, a rail-to-trails alignment may be interrupted by a residential area or a town center. A Bike Path would be desirable along the rail-to-trail alignment, then become a Bike Route on the lightly travelled street through the residential neighborhood or as a Bike Lane through a town center.

A master plan may specify a Bike Path along an existing roadway. This may be inappropriate due to frequent intersections, environmental concerns, or the phasing of development. In these cases, there should be enough flexibility to replace the master planned Bike Path with a Bike Lane. Existing master plans did not have available criteria for properly choosing the appropriate type of bicycle facility. Errors of judgement in the master plan should be remedied prior to construction. An inappropriate Bike Path will not be used and would be a waste of money.

Taking a look at the Clarksburg Master Plan, the Master Plan specifies a Class I Bike Path along Clarksburg Road, Piedmont Road, and Stringtown Road, and the Clarksburg Greenway, and specifies a Class III Bike Route along Main Street. This Master Plan was developed prior to bicycle facility safety guidelines existing and does not provide the reason why one class of bicycle facility was chosen over another.

The Class I Bike Paths along Clarksburg Road, Piedmont Road, and Stringtown Road do not meet the safety test. Each of these roads will have numerous intersections into and out of the Clarksburg Town Center. These intersections pose a safety hazard as noted above. Instead, the community will be better served with Class II Bike Lanes along each of these roads. Note that today, prior to the build out of Clarksburg, bicyclists frequently travel along each of these roads.

The Clarksburg Greenway is designed to be a hard surfaced Class I Bike Path. It will start at the extension of the Magruder Trail and go north through the Clarksburg Town Center into Little Bennett Regional Park. This is an appropriately planned Bike Path and will receive lots of use, when built (provided the Magruder Trail is fully built). There will be few intersections, even through the Clarksburg Town Center. Where there are intersections, they will need to be carefully designed and implemented.

The Class III Bike Route on Main Street will provide a route for bicyclists into the Town Center from both the east and the west. Main Street will connect MD 355 with Piedmont Road through the Town Center. Main Street is being designed as a paved 36 foot wide street (except the relatively short one way portion and the culvert crossing of Little Seneca stream). The current thought is to have 10 foot travel lanes and 8 foot parking lanes. Since inadequate off street parking is being designed in the Clarksburg Town Center, the on street parking will be used. It is questionable if this Bike Route is a safe design. Since the parallel on street parking will be used for the parking of cars, it cannot be used as a bicycle lane. The Montgomery Bicycle Action Group (MBAG) has proposed striping a 6 foot parking lane, a 3 foot bicycle lane, leaving a 9 foot travel

lane. This would help guide both bicycles and cars and show separation. However, the bicyclists will need to be aware of opening car doors. This is definitely a design compromise.

The Master Plan of Countywide Trails and Bikeways needs to have an appendix which specifies design and planning criteria for bicycle facilities. Please update this plan as soon as possible to include this information. The Maryland Department of Transportation, State Highway Administration, has published a Bicycle and Pedestrian Planning/Design Guidelines for Maryland's Transportation Projects which should be considered.

We hope that will consider these guidelines in the Clarksburg Town Center, Germantown Town Center and other master plans and design reviews.

Montgomery Bicycle Action Group

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